





## Letters to the Editor

BRACKEN HOUSE, CANNON STREET, LONDON, EC4P 4BY

## Indices of efficiency · Farm grants · Graduates in industry

Sir.—Mr. David Hartley (August 23), right in criticising A. W. Jackson's overinflated concept of Return on Capital Employed as a control index. But I fear that his proposal for a "Creativity of Incomes from Resources" index is also open to criticism.

The trouble with Mr. Jackson's index is that the "profit" of an organisation depends on such variables as depreciation policy, stock valuation policy, interest charges, etc. And how does he propose to value the "investment in plant and machinery," let alone materials? Does he accept balance-sheet values and, if so, before or after depreciation? Or does he accept replacement values? His index is fraught with complications long before he starts trying to value human resources at "the discounted net present value of the annual wage and salary bill."

Mr. Hartley is nearer the mark with his "Creativity of Incomes," which, if I understand him, corresponds to the concept of "added value" whose virtues as a measure of output I have preached before in your columns. Where is the input side of Mr. Hartley's equation? What does he mean by "In. borrowed from the community"? Is this a balance-sheet figure and, if so, which? If not, what does the phrase mean?

After some extensive research here we are satisfied that we can show that some British industries produce a much higher ratio of value added to labour and/or capital than do other industries. But we can speak only in comparative terms. We are not searching for the non-existent "Golden Ratio."

A solution to Phase Three is more likely to be found in the use of added value ratios than in either of the indices suggested by Mr. Jackson and Mr. Hartley. What matters is not how much people earn but whether wages/salary costs can be held down. Higher wages and lower costs are mutually compatible objectives. Let's go all out for both in Phase Three.

F. G. Wood,  
Sheffield Polytechnic,  
Centre for Innovation and Productivity,  
16, Fitzalan Square,  
Sheffield.

**Postcodes and figures**  
Sir.—The two points brought out in Mr. Mark Stone's letter (August 21) on postcodes and figure numbering for telephones have often been answered in the Press.

With the rapid growth of the telephone network in Britain—doubling in size every 10 years—it was becoming difficult to find meaningful combinations of letters for exchange names, so the all-figure system was introduced. It is also necessary to facilitate International Subscriber Dialling from overseas countries, where they have no letters on the dials of their telephones.

Secondly, postcodes. There are 12 sorting offices which are fully mechanised, not four. The Post Office asks customers to use postcodes right away so that every one will be accustomed to them; and to allow enough time for business and other customers to have their stationery printed to include the postcode.

The British postcode system—the world's first of its type—is highly sophisticated, and is being adopted by the Canadian postal authorities. Several other overseas administrations are also keenly interested. It deals in one code, with both outward and inward sorting, and automatic sorting—without code—takes 12,000 letters an hour. Manual sorting—without code—is many times slower.

P. E. Abbiss,  
Director of Public Relations,  
Post Office Headquarters,  
23, Rowland Street, W.I.

## Two-tier post review

Sir.—Now that the impending increase in postal charges is to reduce the ratio of difference between the first and second class letters from 65 to the new 7:6, it is possible to review the two-tier system?

It has always seemed an anomaly that in the labour-intensive Post Office, effort should be given to separation of mail for two-speed delivery. In private letters are generally required to be in the fast lane and the bulk of need for cheaper mail belongs to firms with large circulation, is not the easier way to separate letters that of giving percentage discounts for bulk orders? We could then dispense with expensive handling, the sole purpose of which is to make artificial separation.

If the Post Office problem is handling costs, more than freight, would it not be appropriate to separate the mail weighing under six ounces into a single category? The rest could then be handled on a sliding scale according to weight, and might (with bulk orders) travel at a slower speed.

No doubt we cannot hope at this time for the rise in cost to herald in a speedier service; but can we ask for a more logical

approach to our mailing needs. Peter W. Jenkins,  
Director, Watson, Jenkins,  
85, Alton Road,  
Wimbledon, S.W.19.

## Block bank charges

Sir.—My company and myself have accounts with several banks, and in the case of the statements sent at the end of June and December show a block figure entitled "bank charges." This figure covers any of the following: interest, "transaction charges," management charges, "introductory fees," and commitment fees.... but it is never itemised.

I find this practice most irritating for two reasons. First, it is very discourteous for banks not to provide their customers with a detailed list of charges, so that customers are unable to check through the various items (compare this with the detailed accounts submitted by solicitors, accountants, architects, etc.). Second, the banks have a disturbing tendency to add on sundry fees and charges without informing one either that they propose to do so or that they have done so. Since the customer has no itemised list to check against, he may easily never discover these hidden extra charges.

The answer for the customer is, of course, to enquire what his interest charges should have been compared with the figure for "bank charges" and complain if there is a large discrepancy. I always do this, and frequently discover errors and hidden charges. I suspect that many business customers and most private customers are not prepared to do the necessary calculations. I also suspect that the banks know this, and realise that if they add on a few extra charges into the figure for bank charges, they will get away with it in the great majority of cases.

If the banks had the courtesy to send customers an itemised list of charges, they would have to think more carefully what these charges should be. H. N. Darling,  
80, Waldemar Avenue, S.W.6.

## Farmers expect the absurd

Sir.—Your regular and entertaining correspondence, Mr. J. P. Fleckerling, has once again (August 23) provided an epic for the non-farming population, and in the tradition of all good narrators, he has not let true facts intrude and spoil a good story. His contention that farming lobbies of our time will continue to hold the con-

sumers to ransom for evermore" is just a jargon, and Mr. Fleckerling, with his fairly intimate knowledge of Northumbrian farming, well knows this.

The whole problem of supply and demand in the world today is because no government in the western world is able to tell its farmers exactly what production it requires over the foreseeable future. Apart from time of war, governments have continually procrastinated according to their own immediate political dictates and desires. The annual price review was a classic case of this. Of what use was it, for example, to decrease the price of wheat in March when the crop had already been sown for five months? Was the farmer to rush out and plough up all his wheat and leave the government requesting a bounty?

To-day we have the anomaly whereby a dairy farmer installing a static herringbone milking parlour obtains a 20 per cent. grant, whereas if he installs the more modern (moving) rotary herringbone which increases his throughput by about 60 per cent., he receives no grant at all. As in the days of the Windmill Theatre, it moves, it rumbles, it is a pity.

From this premise it goes without saying that the one-sex school, if not useless, has some very severe shortcomings and that Universities which, for example, let people specialise in Serbo-Croat mythology, are doing a disservice to the world. I have a Maths degree, so I know fully from experience the appalling English used in the so-called books of the genre. It seems to me, with total respect to the academics, that lack of clarity and class one-upmanship typified by an ability to speak of something which few can understand.

R. S. Street,  
109, Oak Tree Road,  
Knaphill, Woking, Surrey.

## The language gap

Sir.—As a result of several letters and phone calls I rather than my letter published on August 15 under the heading "The Language Gap" has been, in many cases, vastly misunderstood.

Having been accused of neo-fascism but supposedly perhaps, not racism, perhaps I can restate my case for taking care of the language gap and hope fully also of the class gap. If one is to understand any subject—then one has to comprehend the base form of communication which in this country is English. Everyone learns their first words from those who are closest—usually parents and chiefly the mother. If those words are incorrectly used then the learner is off to a bad start. If the situation is further exacerbated by environmental factors, then by the time our learner reaches school age, he

will already have established habits of speech and thought, which it will almost be impossible to change. Ergo, if parents co-operate, young children from the age of two, say, can benefit greatly from playing together in an environment where speech habits can be monitored and changed before it is too late.

In other words, I am suggesting a well-organised, oriented nursery school education for all from the age of babyhood.

On the broader educational front, I was always under the impression that the purpose of education was to enable someone to take their place successfully and to supply as possible in an adult world. If this is the case, then the more closely educational establishments parallel that adult world and teach what is useful in it, the better it will be for the child.

From this premise it goes without saying that the one-sex school, if not useless, has some very severe shortcomings and that Universities which, for example, let people specialise in Serbo-Croat mythology, are doing a disservice to the world. I have a Maths degree, so I know fully from experience the appalling English used in the so-called books of the genre. It seems to me, with total respect to the academics, that lack of clarity and class one-upmanship typified by an ability to speak of something which few can understand.

R. S. Street,  
109, Oak Tree Road,  
Knaphill, Woking, Surrey.

## Sound advice

Sir.—While I hesitate to intrude in a family argument, especially in the column of "Financial Times," I would like to comment on the letters by J. P. Godding and J. S. Mankelov ("Capital Eroded"), of August 16, and D. J. Godding ("Management Charges") of August 22.

One cannot but think that the writers of "Capital Eroded" were a little naive in that while apparently understanding that the particular life assurance bond was a long term investment they nevertheless proceeded to withdraw immediately substantial sums of money as having paid initially £500 in charges.

Warnings are usually given in the literature with these bonds and I quote from one now in connection with "regular withdrawal plans": "the obvious comparison for the amount withdrawn regularly exceeds the net annual

growth in the value of the units in your policy, the cash value of the policy will diminish and eventually be extinguished."

In some cases it may be the intention to take out regularly large sums and reduce the policy value to zero, but here I suspect that sound financial advice was not sought as to the most suitable investment for their purposes and furthermore the differences between bonds being offered were not appreciated.

I fully agree with the comments by D. J. Godding on "Management Charges" but am sure in selection of the right bond for the application required is important. While charges should be clearly stated some are deducted initially so that perhaps 95 per cent. of the investment is applied to the purchase of units and a charge levied annually or on eventual cashing-in of the bond.

Once again the importance of taking sound financial advice before entering into financial contracts must be emphasised as so many contributors to your columns Sir, have done in the past. After all one does not enter into a contract for £10,000 however glowing the advertisement without a thorough survey and professional advice.

M. O. Scott,  
Marian Cottage, Old Avenue,  
Weybridge, Surrey.

## Graduates and industry

Sir.—Having read the view of Mr. J. P. Coleman (August 17) on the higher educational system at present operating in the U.K., I can only deduce that he exists in an idyllic section of society—away from the majority. How he could possibly derive that the high rate of inflation presently being experienced in much of the Western World is partly due to graduates living on National Assistance, or entering the teaching profession, while groups of companies such as his own are achieving monumental profits—assisting the increase in the cost of living—can only point to his relieving himself of a social conscience by unloading the blame elsewhere.

I experienced one of his "practical" courses when I studied for four years on a degree sandwich course. This was structured on a six month college/six month workplace basis, and my experience, in common with the rest of my colleagues, was of little more than sweated labour. Firms employing undergraduates on a practical training basis (I use the term loosely) appeared to do so for little more than tax or prestige purposes, with planning

programmes and interest levels being kept at a minimum standard—totally lacking in imagination.

Henceforth, in completely ignoring his ridiculous "A" and "B" level plan (which could only diminish standards), I would like to suggest to Mr. Coleman that he either invests a greater proportion of group profits in post graduate training on a respectable level at a realistic salary or uses his position to improve existing undergraduate work places. Thus he can attempt to give real incentives to the intelligence that this country truly abounds in. It is more likely that entrepreneurial and commercial standards will rise if this, rather than the traditional academic's shoes is encouraged.

P. W. Harrison,  
75 Sherwood Gardens,  
Barking, Essex.

## Sour grapes attitude

Sir.—Mr. David Morley's reply (August 22) to comments by Mr. J. P. Coleman on the suitability of graduates to be employed in industry, highlights the lack of encouragement given to graduates trying to enter industry. I would expand this a little and say that in the majority of cases this is likely to be downright hostility on the part of managers whose own education does not match that of the job applicant.

Less-educated people are frequently reluctant to risk their own image in front of young men and women whose education outstrips theirs. This sour grapes attitude serves to drive away the very people who could enlighten their mark, satanic mills" and also makes the dilution of non-graduate management by graduates an even slower process.

My own experience of industry is somewhat limited but every day we all witness the chaos that abounds under the present forms of management. Perhaps it is time that some of the "practical" men stepped aside and let the "academics" have a go... the result could only be an improvement.

Joyce Leigh,  
"Woodstock," Chalk Farm Road,  
Stokenchurch, Bucks.

## Value in all training

Sir.—Notwithstanding the no doubt valid suggestions made by your correspondent Mr. J. P. Coleman (August 17) as to the value to society of a practical training for the young of to-day,

I should like to take issue with his castigation of those blinkers who avail themselves of further education opportunities of an academic nature.

For those in this category, the attainment of a degree is by no means the end-all as implied. So they look upon their academic studies as providing a degree of ability which will enable them to play a contributory role to society which fosters them themselves, but by whom, in extolling the virtues of practical training, choose count the need for a happy of both the thinkers and doers in a balanced society. Paul F. Brunner,  
18 Market Place,  
Widobach, Cambs.

## No second houses

Sir.—The letter of Mr. Harper in your issue of 11 raises the question of speculation in the housing market. Unfortunately many people are allowed to participate in the speculation game. The speculators attempt to defend themselves by pointing out that they are levied with tax, and should not even be allowed to make money out of it.

As long as the housing market continues to show a surplus of more than one house is a logical practice. If a several cars he is not desirous of the car. But because the number of houses is limited, there should be no limit on what one person can own.

Building societies in present form are expensive mortgage holders. They are abolished and replaced by a housing co-operative organisation on a decision-sharing basis. Agents are also contributors to the chaos and expense.

Get rid of the "pete people" and the crisis is overcome.  
Edith Walsh,  
15 Charlotte Street,  
Kempston, Brighton, Sussex.

## GRANT TO IMPROVE CHELTENHAM ROAD

The Department of the Environment has made a 75 per cent. grant to the Borough of Cheltenham towards the £516,000 estimated cost of improving a 1,400 yards stretch of the Tewkesbury Road.

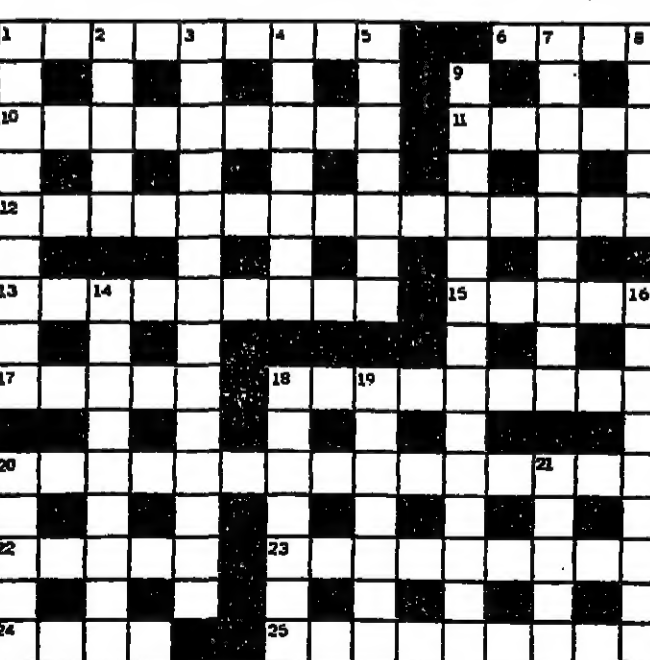
The scheme includes the widening of the road from Kingsditch Lane to Gloucester Road for two-lane carriageways with footpaths, and widening the railway bridge. The work is expected to take about two years.

## POWELL DUFFRYN REFUSE VEHICLE

A new street refuse collection vehicle is being introduced by Powell Duffryn Engineering. Called the "RouteKing," its rear loading, pre-compaction system gives a maximum capacity of 20 cubic yards of compacted waste.

The vehicle, made under licence from Demeter Bros. of the U.S., has a wide rear hopper and packing is by a single lever control operated by the crew from the kerbside. There is a choice of manual or automatic full cycle operation.

## F.T. CROSSWORD PUZZLE No. 2260



- ACROSS**
- Captain takes in airman and one that will support the charge (9)
  - A powerful national network (4)
  - Getting vital statistics by type (8)
  - I'd go to the Isle of Man for a holiday (5)
  - Deliberately avoid another's glance (4, 3, 5, 4)
  - Told about messy eater to be endured (9)
  - Records set on in reverse (5)
  - Its infusion could be purgative (5)
  - Confirmed as certain to be in the red (9)
  - An old suspended sentence (5, 2, 8)
  - Part of joint, none return to end of it (5)
  - Arctic bird now goes so differently (4, 5)
  - Uncovered an art subject (4)
  - Unfashionable and without point (9)
- DOWN**
- Terminates company member the French set up (9)
  - Instrument designed for hammering wires (5)
  - Overturning shop assistant with a ring (14)
  - Ride in explosive aircraft (7)
  - Corrected but not left with the editor (7)
  - Want rare mixture that promotes growth (4, 5)
  - A sucker—for youngsters? (5)
  - It may be orally painful to the tongue (4, 4, 6)
  - Biblical place of rest (4, 2, 3)
  - Avoids in crab-like fashion (4, 5)
  - Declines to accept rubbish on Sunday (7)
  - A master conservative is erotic (7)
  - Fabric specially woven for upholstery? (5)
  - Lose nothing inside — that's vague (5)
- Solution to Puzzle No. 2259**
- MAGNETIC CARMEL**  
A R O A S A A  
P I A M O T A M L I N E S  
K I V G Z M K I V G  
I C E C O R N E Y K I N G L L  
W E S O G U E V I N G  
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A S A A A A A A A  
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A O U S A A L A  
L E S T E R C O A S T E R S

## TV Radio

† Indicates programme in black and white.

## BBC 1

11.00 a.m. Champion the Wonder Horse. 11.30 a.m. Nostalgia and the Flying Machine. 10.30 a.m. Design. 1.00 p.m. Nal Zindagi. 1.30 p.m. News. 1.55 p.m. News. 2.00 p.m. News. 2.15 p.m. News. 2.30 p.m. News. 2.45 p.m. News. 3.00 p.m. News. 3.15 p.m. News. 3.30 p.m. News. 3.45 p.m. News. 4.00 p.m. News. 4.15 p.m. News. 4.30 p.m. News. 4.45 p.m. News. 5.00 p.m. News. 5.15 p.m. News. 5.30 p.m. News. 5.45 p.m. News. 6.00 p.m. News. 6.15 p.m. News. 6.30 p.m. News. 6.45 p.m. News. 7.00 p.m. News. 7.15 p.m. News. 7.30 p.m. News. 7.45 p.m. News. 8.00 p.m. News. 8.15 p.m. News. 8.30 p.m. News. 8.45 p.m. News. 9.00 p.m. News. 9.15 p.m. News. 9.30 p.m. News. 9.45 p.m. News. 10.00 p.m. News. 10.15 p.m. News. 10.30 p.m. News. 10.45 p.m. News. 11.00 p.m. News. 11.15 p.m. News. 11.30 p.m. News. 11.45 p.m. News. 12.00 p.m. News. 12.15 p.m. News. 12.30 p.m. News. 12.45 p.m. News. 1.00 p.m. News. 1.15 p.m. News. 1.30 p.m. News. 1.45 p.m. News. 2.00 p.m. News. 2.15 p.m. News. 2.30 p.m. News. 2.45 p.m. News. 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plays  
by DAVID GALLAGHER

Imaginary account of Alice in Wonderland's elder sister. Owen's play was technically the most exciting, employing colour separation overlay (or Chroma-key, to use its eponymous trade name) throughout in the place of conventional lighting effects, in much the same way that the BBC produced *Candide* earlier this year.

Sister Alice was a study of Victorian hypocrisy and anti-feminism in which the mythical idyll which has been created around the Oxford of the 1860s—and particularly around the Reverend Charles Dodgson and his seemingly charming story-telling association with young Alice Liddell—was contrasted with the overbearing and puritanical attitude of her parents towards Alice's elder sister who, for the purposes of this play, was called Marianne. By any reckoning this was an outstanding production, with admirable performances and the exception of one especially from Yvonne Nicholson (a new name to me, though possibly it shouldn't be) who played Marianne.

The irony I mention arose from the fact that Wright had a

It is hard to establish exactly why the theatre has lagged so conspicuously behind poetry and the novel in Latin America. Why has no Latin-American dramatist emerged comparable to Borges or Neruda? A lack of theatres and audiences could explain his failure to do so in Paraguay, yet in Buenos Aires, for instance, there are as many as 150 theatres as in London. For some reason most of the serious plays performed in them are translations. Some might argue that local playwrights are not given a chance due to the snobishness of the public. But why are the public not snobbish about local novelists and poets?

It may be true that the public avoid local plays, but in most cases there are sensible reasons for this. Latin American theatre company has recently been formed in London with the intention of presenting "to British audiences as much of Latin-American theatres—old and new as possible." The intention is laudable; it will be warmly welcome in schools and universities where Spanish or Latin-American literature is taught.

Their first production—a play

detti's poems were not written for the theatre. Had they been, Benedetti would probably have characterised his office more specifically. The archetypal dreams deployed by an archetypal clerk in an archetypal office can be handled credibly in a poem.

On a stage whose set is an actual office, the actuality of the occasion demands something more real and more imaginable than the hectic universality of Benedetti's office. Osvaldo Dragun's sketches also lack credibility because they conceal situations and characters that are similarly schematic, similarly lacking in specificity

★

Dragun is so keen to show us how beastly dentists and meat speculators are, and how nice the unemployed are, that he clearly has no intention of entertaining the notion that even dentists are, at times, individuals. Maybe *Tres historias para un solo teatro* (Three stories for the telling) was devised as a parody of contemporary Chinese opera. At any rate, it has about as much complexity and profundity as an

were strong and vigorous, and which were not only the basis of the dream sequences involving the Wonderful characters. It is interesting to note that the films were necessary to fulfil Granada's requirements under their collective theme, but if so they were not planned to be successful without them: though it might have been even more successful without them: though it

imply that Alice actually detracted from the drama. The idea of the sub plot showing that Alice (who can't wait to grow up and be like Mama) is actually rather bored with the actual rather than the idealised Mami. Dragún's sketches do no credit to the subtlety of his audiences, however "popular" they are intended to be. The effect of this

dodging Dodgson's nonsense while Marianne—crying out for comfort and support from the man—is rejected because his predilections were for very young girls, was a brilliant one.

So this was a case where the playwright wheeled the Rolls out of the garage, and put it to some small use, but showed that he was capable of achieving a very considerable dramatic success without it. I look forward enthusiastically to John Stevenson's *Frankenstein* and Stanley Eveling's *Moby Dick*. I look forward too to the day when there is enough of both talent and money available for television to undertake the full and regular exploitation of its own drama potential. To give just one example: fantasy (or science fiction as it is usually known nowadays) is a burgeoning part of the literary scene, yet it is practically ignored by television—a medium to which it is ideally suited.

age is that a day by the seaside is much more fun than sitting at a desk. The sad truth is that a day by the seaside is also much more fun than an evening watching Benedetti's characters sitting at their desks and wishing they were at the seaside. You have to be a Samuel Beckett to make boredom work on the stage and unfortunately Benedetti isn't a Samuel Beckett.

In fairness, of course, Benedetti is not alone in this. The other Bond, Chris Bond, has written a play about Judge Jeffries which will play at the Northcott from September 12 until September 29, then going on tour. The play is fairly rambunctious," says Mr. Bond, "it contains songs, fireworks, hangings, bollings, tarrings and wild animals. It is not a documentary.

<p>Sat. and Sun. start at 7:30</p> <p>11 TRAVELERS 01-328 5181</p> <p>ROYAL FESTIVAL Hall, 328 3197. UNIL 14 Sept. Even. 7:30. Mat. Sat. 5.</p> <p>CINDERELLA Unil sat. SLEEPING BEAUTY 14 Sept. Even. 7:30. Mat. Sat. 5.</p> <p>MAY ETUDES, etc. 10 to 14 Sept. Book</p>	<p>Last. week. Mat. terminate Oct. 6.</p> <p>LYRIC 437 3686. Evenings 8:30. Mat. Wed. 10 to 14 Sept. 5:30 and 8:30</p> <p>ALL ALPHINE IN HABESUS CORPUS RON BENNETT</p> <p>MAY FAIR, 288 3036-7. Eve. 8:15. Sat. 8:15. S45 NIGEL HAWTHORNE in "THE WINDS OF MAY"</p>	<p>Directed by Allan Davis "MYSTERY OF THE MIST" Times.</p> <p>STRAFDOR-UPON-AVON. Royal Shal- spear Theatre. A. Mat. seats available from 10 to 14 Sept. 7:30. Sat. 12 Even. Sept. 7. 7. RICHARD EVEN. Sept. 4. RICHARD in Richardson. Aug. 10, Sept. 8. Even. Aug. 30. Sept. 3.</p>
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## WORLD TRADE NEWS

## New Ford Mustang hopes for European market...

BY JAMES ENSOR

CORONADO, California, August 28

FORD HAS unveiled what is probably the most significant car to be designed in the United States since the original Ford Mustang in 1964. The new Mustang II, a car of considerable European flavour, may prove to be as much of a breakthrough in American car design as the Mustang, which set an as yet unbeaten record of 400,000 sales in its first year.

The Mustang II, which owes much of its design to the Ghia studio in Turin, which Ford now owns, is considerably smaller and lighter than the 1973 Mustang, which it replaces.

Its overall length, 144 feet, compares with an average European car and it is powered either with a German built V-6 engine of 2.8 litres or an American built engine of 2.3 litres. It has such European features as rack and pinion steering, disc brakes and radial tyres—all of which are relatively novel on American cars.

The Mustang II reaches the market at a time when Americans are showing an ever-greater desire for smaller cars. Concern

about growing petroleum shortages, coupled with the success of small, imported German and Japanese cars have produced a dramatic shift in the U.S. market. Many of Ford's large car plants are now working below capacity, whilst stocks of its small cars, including Pintos and Mavericks, are very low. Ford is converting two large car plants to build small cars and expects to gain a major sales success with its Mustang II, which is the first American built, small premium-price car.

Mr. Henry Ford II, speaking at the launching of the Mustang II here, remarked that "the trend to small cars is here to stay."

Mr. Lee Iacocca, the president of Ford, suggested that small cars will take as much as 50 per cent of the American market in the next two years, and argued that the continued high sales of imported cars, including the Volkswagen Beetle which now costs 50 per cent more than Ford's competitive Pinto model, suggested there was a considerable

## Dutch-German road transport talks soon

BY MICHAEL VAN OS

AMSTERDAM, August 28

MINISTERIAL DELEGATIONS from West Germany and the Netherlands are to begin discussions on the countries' current road transport problems in Bonn on Monday.

Basically, the dispute is about the number of German licences for Dutch road transporters for trips into Germany or in transit to other countries. The Dutch road transporters—who already have about 40 per cent of the European market—are pressing for more licences than they get at present under the quota agreed in 1968. The Germans are reluctant to agree to the demands.

In the year up to September 30, the Dutch are normally granted 550,000 licences for transporters to from and through West Germany, but earlier this year this number appeared insufficient to meet rising transport requirements. Germany, of course, is the major transit country for transporters to and from Scandinavia, Eastern Europe, Italy and other countries are affected through that country.

Negotiations earlier this year between Germany's Transport Minister, Herr L. Lauritzen and his Dutch counterpart, Mr. T. Westertop had led to an additional 35,000 licences being granted for this year.

Meanwhile, The Netherlands International Road Transport Association (NIRTA) in the Hague has calculated that another 75,000 licences will be needed in the new year starting on October 1. Although some more licences were granted during the current year for certain sectors such as transport of transport to and from Berlin and vegetable and fruit transport, it is maintained that there

are still major problems this year due to a lack of licences. The transport dispute was briefly discussed in Bonn last week during the one-day working visit there by the Dutch Premier Joop den Uyl and Foreign Minister Max van der Stoep. The latter said at a Press conference that he had pointed out to his German counterpart that the transport restrictions could hardly be reconciled with efforts to come to a European union.

In view of the German reaction, said Mr. van der Stoep, "we have more hope that a constructive solution will be reached."

Although the German Government has always argued that issuing more licences would mean increased road congestion in the country, Dutch transporters allege that the restrictions are designed to protect the German railways which are already running heavily losses.

The Dutch said that besides the aspects of design and maintenance—namely the support of certain electrical components within the enclosure by sheets of plastic material allowed to become dirty or contaminated in service.

## China seeks RCA aid

NEW YORK, August 28

RCA CORPORATION said it has received a request from China to provide technical aid for construction of a completely integrated colour television tube plant in the Republic.

RCA said it responded to the agency making the request, RCA Electronics Corporation, and is in the process of submitting a proposal.

RCA is the only U.S. company which currently manufactures all the parts that make up a colour TV tube. An RCA spokesman declined to give any details on the size of the plant or when it would be constructed.

RCA already has built two satellite colour stations in China for a total cost of about \$8.6m.

## HK tube-London talks

HONG KONG, August 28

ITALIAN group which specialises in building underground railways, Hong Kong officials declined to give any indication of how much the first four stages of the railway project, involving a tunnel under the harbour, will cost.

The entire project was unofficially estimated several years ago at \$187,000m.

The colonial government is negotiating terms with the three European consortia and the Japanese corporation Mitsubishi, which is leading a group of 38 smaller companies.

## OTHER NEWS

## Arms mission in Kenya

BY OUR OWN CORRESPONDENT

NAIROBI, August 28

A BRITISH arms selling team is in Kenya sponsored by the High Commission. They have been demonstrating the Scorpion light tank, the Fox reconnaissance armoured car and the Fairplay spear patrol boat, among other weapons and equipment.

The Italian Ministry of Foreign Trade announced yesterday that it had cancelled the permission for Honda Motors, of Japan, to import 15,000 engines annually on mount in motorcycles built in Italy. The original permission, granted last spring, had caused strong objections among Italian manufacturers and threats by the Japanese government to move its factories out of Italy.

The Japanese and Chinese negotiators extended their talks again on Sunday in efforts to reach a trade agreement. The talks, which began on August 17, had been expected to conclude by the end of last week, but were extended to Monday and then to yesterday. Government sources said the two sides have agreed on less than half of a proposed 12-article accord. The sources said the two countries had agreed on such articles as mutual granting of most-favoured-nation treatment

## U.K. TRADE FAIRS AND EXHIBITIONS

Under the U.K. Trade Fairs and Exhibitions section of the Businessman's Diary yesterday the venues were transposed. A corrected list follows.

Date	Title	Venue
Current	East Midlands Motor Show (cl. Sept. 2)	Nottingham
Aug. 31—Sept. 2	Northern International Hi-Fi Festival	Hotel Majestic, Harrogate
Aug. 31—Sept. 8	Ideal Home Leisure Life Exhibition	Assembly Rooms, York
Aug. 31—Sept. 15	International Do-It-Yourself Exhibition	Olympia
Sept. 2—6	West of England Gift Fair	Victoria Rooms, Bristol
Sept. 4—8	Midlands Electromechanical Exhibition	Birmingham University
Sept. 4—9	Northern Floor Coverings Fair	Exhibition Centre, Harrogate
Sept. 5—9	International Ski Show	Old Hippodrome, Cardiff
Sept. 6—8	Horticultural Show	Waverley, Liverpool
Sept. 6—12	Building Exhibition	Earls Court
Sept. 9—13	Intl. Watch and Jewellery Fair	Olympia
Sept. 10—15	Intl. Reclamation and Disposal Exhibition	Alexandra Palace
Sept. 11—13	London Floor Covering Association Exhibition	Metropole, Brighton
Sept. 11—13	Computer Peripheral Exhibition	Old Town Hall, Chelsea
Sept. 11—22	Chelsea Antiques Fair	Earls Court
Sept. 13—17	London International Footwear Fair	Bloomsbury Centre, W.C.1
Sept. 17—21	Assembly and Fastener Exhibition	Earls Court
Sept. 17—21	Labware Exhibition	Olympia
Sept. 18—22	Wood Technik Intl. 73	Olympia
Sept. 22—28	Intl. Filtration and Separation Exbn.	Olympia
Sept. 22—28	Dust Control and Air Cleaning Exbn.	Olympia

## ARMED SERVICES CATERING

## Call to limit spending with private traders

BY MICHAEL DONNE, DEFENCE CORRESPONDENT

THE ARMED forces should meet as much as possible of their catering needs from existing services or NAAFI supplies, with minimum spending directly by forces units with private traders.

This is the main recommendation in the report on financial control of catering in the armed forces, prepared by a committee which was set up under the chairmanship of Lord Donaldson to study ways of improving standards and avoiding waste and misappropriation.

The services spend in all about £33m on food in a year, of which already the bulk is bought through central buying procedures by NAAFI (Navy, Army and Air Force Institutes) or other Service Departments. The amount spent directly by individual units with private traders is already small, probably not much more than £1m a year.

The Donaldson report says, however, that it became clear early, in its inquiries that the

most vulnerable sector of the services catering systems was this so-called "free-spending". The committee says that free-spending is abolished, it will be all the more important that NAAFI should satisfy its service customers as to quality, price and service.

It was in this area, for example, that the case of Navy catering frauds occurred recently, which led to the setting-up of the Donaldson committee. The committee, in urging that where service or NAAFI supplies are available, there should be no spending with private traders, says that if this is adopted, "the attraction of free-spending will largely disappear," and with it the dangers of collusion and fraud.

The only exception, says the committee, should be hospitals, which should continue to be allowed to spend up to 10 per cent of the catering allowance with suppliers of their choice.

Even this exception, however, "might with advantage be reviewed by the services, since we understand that in Germany, 40p net

## Mine safety apparatus 'can be hazard'

Financial Times Reporter

A POTENTIAL hazard in British mines is revealed to-day in a report by a senior pit safety expert.

Dr. Charles Wass, director of the Safety in Mines Research Establishment, warns in his 1972 report that flameproof enclosures used to enable electrical equipment to be switched on and off safely in a potentially explosive atmosphere could be dangerous in certain circumstances.

The hazard lies in the plastic materials used for insulation within the enclosures. These can produce volatile products. Following several incidents in Canada, Germany, and Britain, the Establishment has carried out extensive tests on the enclosures and has found them to be under remarkably severe conditions.

"Nevertheless," warns Dr. Wass, "it appears that all these precautions may be rendered ineffective by apparently minor aspects of design and maintenance—namely the support of certain electrical components within the enclosure by sheets of plastic material allowed to become dirty or contaminated in service."

\* Safety in Mines Research Establishment, 1972 annual report, SO, price 68p.

## Helping the disabled traveller

Financial Times Reporter

BUS AND train operators are urged to consider the problems facing Britain's 25m. disabled who travel by public transport, in a circular published yesterday by Mr. John Peyton, Minister for Transport Industries.

Mr. Peyton said he hoped the suggestions made in the circular would help and encourage manufacturers and operators to bear in mind the needs of disabled and old people for whom travel was too often uncomfortable or impossible.

"The Disabled Traveller on Public Transport, DoE circular 102/73, SO price 9p.

## Conference on European motor industry

PROSPECTS FOR European car, truck, transport and tyre manufacturers will be examined by an international panel of speakers at a two-day Financial Times conference entitled The European Motor Industry, at the Royal Lancaster Hotel, London, on October 9 and 10.

The speakers will include Lord Scales, chairman and chief executive of British Leyland; Dr. J. Joachim Zahn, chairman of Daimler-Benz AG; Mr. D. A. S. Plawow, managing director of Rolls-Royce Motors; Mr. Bernard Hanon, Renault director of information and planning; Mr. George G. Spaulding, director of marketing, Overseas Division of General Motors; Mr. G. R. Shearer, tyre technical director for Dunlop; Mr. G. Collin Hepworth, chief executive of Associated Engineering; Mr. Harry Urwin, deputy general secretary of the Transport and General Workers' Union; Mr. J. P. Lowry, director of industrial relations, British Leyland; and Dr. von. pol. Friedrich Thomée, a member of the Board of management of Volkswagenwerk AG.

The chairman of the conference will be Mr. Gilbert Hunt, chairman of Chrysler UK, and Mr. William O. Bourke, chairman of the Board of Ford of Europe.

## Norwich Union buys £2m Paris office complex

BY PETER RIDDELL, PROPERTY CORRESPONDENT

THE Norwich Union Insurance Group has expanded its Continental property interests by acquiring a new office building in the Paris suburb of Neuilly for about £2m.

The property has been bought for investment, and is Norwich Union's first purchase in France made with UK funds.

The group has a total French portfolio of about £3m, including its Paris head office building, which employs about 300 people. Finance has been provided both from the U.K., and from the growing French life and general insurance business.

Its other French acquisitions include a 43,000 square foot office development costing about £1m. in Rouen—one of the agent.

## INTERIM STATEMENT

## THE UNION STEEL CORPORATION (OF SOUTH AFRICA) LIMITED

(Incorporated in the Republic of South Africa)

RESULTS AND INTERIM DIVIDEND STATEMENT

As previously announced, the results for the first six months of the year showed a loss of R1,533 million. This mainly arose in the Vaal Works Steel Division and in aluminium conductor operations.

In June, however, there was a significant improvement and a net profit of R452 000 was made. This together with certain stock adjustments and provisions which were no longer necessary, reduced the loss for the first half year to R254 000. The indications are that this loss will be very largely eliminated during the remaining six months of the year, but it is the board's intention to publish a further statement as soon as the results for the third quarter become available.

During the six months under review despatches of steel sections were maintained, but commissioning problems on the new melting and casting complex prevented the anticipated production levels being attained, and fixed costs were thus under-absorbed. Sales of aluminium conductor dropped by 56 per cent, compared with the first half of 1972, owing to the entry of a fourth competitor, and profits fell substantially. Despatches of hollow drill steel, special steels and forgings from the Klip Works plant increased by 21 per cent and losses were reduced in comparison with the first half of 1972. In the copper division despatches and profits increased in comparison with the same period of 1972. The wholly owned subsidiary, Veldmaster, maintained its profits. National Boils Limited declared a dividend which increased the income from trade investments by R68 000.

Depreciation charges increased by R360 000 as a result of new plant and equipment coming into operation, and interest payable on loans raised to finance the expansion and modernisation of the Vaal Works were R129 000 higher.

Price increases granted by the authorities on controlled steels, and price adjustments more commensurate with production costs in respect of special quality steel exclusively manufactured by the corporation, were implemented during May and contributed to the improvement in trading profits referred to earlier.

Shareholders will recall that it was stated on March 16, 1973 and subsequently in the Chairman's Annual Review that a team consisting of the corporation's management, ISCOR and Anglo American were investigating the viability of the steel producing activities with a view to rationalisation with ISCOR. These investigations have led the board to conclude that the steel-making activities can be restored to viability and should remain within the corporate structure and under the direct control of the corporation. The corporation and ISCOR are continuing their investigations into the most effective rationalisation of products and utilisation of plant between the two companies. Simultaneously the management structure is being reorganised. An arrangement has been concluded with ISCOR on the sales and marketing of steel products. The board is confident that as a result of these steps, the profitability of the steel-making activities can be assured. Indeed trading profits should be realised in all steel divisions in the second half of the year unless labour and raw material costs increase at a rate faster than anticipated.

Copper sales and profits are expected to remain at satisfactory levels throughout 1973, but sales of aluminium products will fall still further and incur increased losses. However, the order book for aluminium conductor in 1974 should be very much bigger.

The board has declared a dividend of 8c per share on the 'A' and 'B' shares.

ABBREVIATED CONSOLIDATED INCOME STATEMENT

	ended 30.6.1973	6 Months ended 30.6.1972	12 Months ended 31.12.1972
Trading profit	R 748 000	R 1 914 000	R 3 612 000
Income from trade investments	163 000	95 000	229 000
Deduct: Depreciation	911 000	2 009 000	3 841 000
Interest paid	1 131 000	771 000	1 964 000
Profit (loss) before tax	(858 000)	729 000	722 000
Transferred from deferred tax	—	—	425 000
Profit (loss) after tax	(858 000)	729 000	1 147 000
Outside shareholders' share of loss in a subsidiary company	34 000	—	29 000
Profit (loss) attributable to shareholders of USCO	(824 000)	729 000	1 176 000
Earnings per ordinary share	—	2.46c	3.92c
Head Office: (P.O. Box 48), Vereeniging, Transvaal			
London Office: 40 Holborn Viaduct, EC1P 1AJ, 28th August, 1973.			
By Order of the Board: H. J. Oosthuizen, Secretary.			

## ... Opel unveils new Kadett

FINANCIAL TIMES REPORTER

OPEL, General Motors' German subsidiary, which has now overtaken Volkswagen on the German market and probably ranks second after Fiat as Europe's most successful manufacturer of cars, has introduced a new Kadett model. The Kadett, Opel's smallest car, contributes the largest part of the company's total sales. The previous model, which has been in production for eight years, was so successful that plans for its replacement in 1970 were shelved and Opel introduced the Kadett as an extra, intermediate model instead. Since 1962, when the first version of the Kadett was manufactured at Bochum, some 3.5m. have been built.

The new Kadett should be General Motors' most significant car all throughout the world. It is scheduled to go into production in South Africa and Brazil shortly and it is also likely to be manufactured in

Britain, probably under a Vauxhall badge as a model to slot in under the Viva.

The model, like the Rekord and the Ascona which started the trend, is much more European in styling than previous General Motors cars built in Europe. It has fairly conventional engineering, with a choice of 1 or 1.2 litre engines driving the rear wheels but with coil springs instead of the former leaf springs. The design of the Kadett has made considerable use of wind tunnels and computers to produce a better car at little extra cost. The new model is no longer wider than the previous Kadett but it is a much better looking car, partly because of its 28 per cent larger glass area.

The Kadett, which is offered in two- or four-door saloon form and as a coupe or estate, promises to be a highly successful European small car. Until Volkswagen launches its own 900 cc front-wheel-drive car next year and Ford introduces a re-styled Escort, it will face little competition on the German market. The French and Italian markets have moved strongly towards front-wheel-drive in small cars, but the Germans, like the British, continue to buy large numbers of rear-wheel drive models. Opel has, therefore, felt reasonably safe in rejecting the front-wheel drive solution for the Kadett. Instead, it has spent some of the money that this would have cost on such refinements as coil springs, dual circuit brakes and a combination of rubber and wax underbody protection.

The car is unlikely to reach the British market until next year, when its price would certainly be higher than that of the previous model. Since Vauxhall seems likely to introduce its own version of the car some time next year, it may be that Opel will not market its Kadett particularly seriously in Britain.

SALES OF imported passenger cars in Japan in the first (January-June) half of 1973 totalled 17,082 vehicles, representing a sizeable increase of 80.5 per cent over the corresponding period of 1972.

In the first-half sales of imported cars, West German vehicles continued to predominate, accounting for around 60 per cent of imported passenger cars sold in Japan in the first half.

West German cars, based mostly on small vehicles, registered a comfortable gain of 45.4 per cent in the first half of 1973 over a year ago to top 10,000 units.

Italian vehicles remained almost virtually unchanged at 253 units compared with 272 units a year ago. In contrast, British and French cars forged notably ahead. British cars increased by 60.2 per cent over a year ago to 639. French vehicles made a more conspicuous increase to 150 as compared with only 14 a year ago.

Considered principally responsible for a notable increase of passenger car imports in the first half of 1973 was the slash of the import tariff rates on two occasions in 1972. The rate was reduced from 10 per cent to 8 per cent in April, 1972 and further to 6.4 per cent in November. The Japanese tariff thus stands at a level far lower than the 11 per cent rate in EEC countries.

Among imported passenger cars in the first half, classified by manufacturers, Benz and BMW and BLMC particularly surged ahead. For instance, BLMC registered a noteworthy gain of 285.7 per cent over a year ago.



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# Tension among Christian Democrats in Chile

BY HUGH O'SHAUGHNESSY.

SANTIAGO, August 28.

AS CHILE waits for the announcement of a new Cabinet, there is still no solution to the paralysed strike which has paralysed the greater part of the country's distributive and productive system. Though food is increasingly in short supply because of the idle lorries, a fair proportion of buses are back on the road in Santiago.

The supply situation is, however, likely to be aggravated by the decision last night of the Christian Democratic Party to shut their stores for up to 24 hours throughout the country in protest against the Government's policies and in sympathy with the striking hauliers. There is also a threat of renewed industrial action by the miners of Chuquibambilla copper mines.

Meanwhile, tension is high this week between Right and Left-wing sectors of the opposition Christian Democratic Party, the largest single political grouping in Chile, over the party's attitude to the Allende Government.

For many months now, the Christian Democrats, under the leadership of ex-president Eduardo Frei, the party chairman, Senator Patricio Aylwin, and others have been seeking every opportunity to embarrass the Government to the utmost. In

Parliament, the Christian Democrats have been co-operating with the Right-wing National Party who used the opposition majority in both Houses to block Government initiatives and seek Ministers, while outside Parliament much Christian Democratic help has gone to the striking copper miners and lorry owners, whose activities have created severe difficulties for Dr. Allende and the Chilean economy as a whole.

Many Right-wing Christian Democrats have been calling the Government unconstitutional, with the implication that it is no longer meritorily the loyalty of the armed forces.

Now it seems likely that influential sectors in the party are preparing to challenge this line and may very soon issue a statement calling for some degree of co-operation between the party and the government, on common Left wing policies.

The Christian Democrats, who still count on the loyalty of hundreds of thousands of working people in Chile, have always thought of themselves as a party dedicated to "Revolution in Liberty," the motto of President Frei's government from 1964 to 1970.

Party leaders who have been uncomfortable with the recent

identification of the party with the Right-Wing National Party, include former party chairman Bernardo Leighton and Renan Fuentealba, deputy Claudio Huepe, Sr. Ernesto Vogel, the Christian Democratic vice-chairman of the Communist-dominated CUT and President Frei's former political adviser, Jorge Cash. The former Christian Democratic presidential candidate, Sr. Radomiro Tomic, also stands well to the left of the Frei-Aylwin-Hamilton group.

Both Right and Left-wing groups in the party claim they represent the majority opinion; each group, in fact, commands solid support in the Christian Democratic rank and file.

For the moment, the Left-wing group does not want to precipitate an open split in the party—groups of Left-wing Christian Democrats have several times split off from the party and thrown in their lot with the Allende forces. But though they have been ideologically influential, they have been small in number.

The Left-wingers in the party want to put the party back onto a Centrist course, neutralising the party's swing to the Right and avoiding any outright split.

## Ford makes case for boost in car prices

FORD OFFICIALS urged the U.S. Cost of Living Council to allow it to boost prices for 1974 cars and trucks by 3.01 per cent, contending that profit pressures confronting Ford "are substantial."

Ford said the increase, which represents an average boost of \$106 per car, only reflects increased costs of government-mandated safety and environmental features on new cars.

Although the company did not say whether it would be requesting another price increase for its 1974 vehicles this year, officials indicated in their prepared comments that such an increase proposal is likely.

Ford officials said that since the company last boosted prices to reflect labour and other cost increases in January, 1970, it has had to absorb cost increases of \$266 per vehicle because of the government's economic stabilisation programme.

This increase includes the \$106 increase request for each 1974 vehicle.

Kenneth C. Merrill, controller of Ford for North American Automotive Operations, said another price proposal will be necessary because of higher labour costs anticipated and because of lower sales anticipated for the industry next year.

Ford officials said the company

WASHINGTON, August 28.

is spending \$250m. in capital investment "to improve the availability of small cars." They did not say over what period the funds will be spent. But they said much of the money is being used to convert and expand facilities to produce smaller cars.

Mr. Merrill said that with lower volume expected next year and a probable step-up in the rate of increases in Ford costs, the company would not be able to continue to absorb labour and material increases.

He said Ford expects 1974 U.S. car sales to be 11.1m. or 11.2m., compared with an anticipated 11.5m. for 1973.

AP-DJ.

## Trudeau recalls Parliament to deal with rail strike

PRIME MINISTER Pierre Trudeau has ordered the immediate recall of Parliament to force an end to Canada's crippling national railway strike.

In a television broadcast last night after final efforts to reach a settlement broke down, Mr. Trudeau said the stoppage by 56,000 auxiliary railwaymen—porters, clerks, signalmen and freight handlers—was a national emergency which was "hurting Canadians everywhere."

A government spokesman said Parliament could be back at work by Thursday—seven weeks before the official end of its summer recess—to draw up legislation to break the strike.

Mr. Trudeau said he hoped for legislation to end the stoppage that was "fair and equitable to all parties."

The nation-wide strike began last Thursday after more than a month of rotating strikes across the country.

Mr. Trudeau said he was reluctant to interfere in negotiations between the workers and 11 Canadian railways but he cited the walkout's disastrous effects on the economy.

—Virtual isolation of communities in Newfoundland, Reuter

OTTAWA, August 28.

Prince Edward Island and many parts of the north.

—Thousands of workers being laid off all over Canada as industries cut back operations or closed down entirely.

—Reports of the danger of floods rotting in idle freight cars.

The workers walked out in a dispute over wages. The unions are demanding a 21.6 per cent increase over two years.

Parliament was recalled seven years ago to settle a nation-wide rail tie-up which began August 28, 1966, and ended September 1 when 115,000 rail employees were ordered back to work.

Reuter

## Perón poll 'may not occur'

BY ROBERT LINDLEY

BUENOS AIRES, August 28.

THE POSSIBILITY that the new Presidential election scheduled for September 23 will not, after all, take place has been given considerable support by Victor Calabro, the Vice-Governor of Buenos Aires Province—the man who predicted that Peronist President Hector Campora would be dumped, three days before he was on July 13.

Now, Vice-governor Calabro has said: "I do not know why we need elections inasmuch as the people voted on March 11. In my judgment, Parliament must resolve it by naming a President and Vice-President."

because the government has been left without a head."

When, in a coup within the Peronist movement, President Campora was forced to resign—allegedly because of an alarming Left-wing turn his 50-day-old government had taken—Chamber of Deputies President Raul Lastiri was sworn in as provisional President.

Ex-President Juan Perón, 77, is now running for President, with his wife Isabel as his Vice-Presidential candidate. The likelihood, of course, is that Perón would win in the election, but recent polls indicate that with his wife as running mate he might get 30 per cent fewer votes than the 49 per cent of the vote Dr. Campora got in March.

These polls are being put forward inside and outside the Peronist movement as an explanation of Vice-governor Calabro's proposal that the elections be called off and that Parliament, which is two-thirds controlled by

the Peronist-dominated Electoral Front, elect the new President and Vice-President.

## Asylum for Bolivian dissidents

ASUNCION, August 28.

Former Bolivian Health Minister Carlos Valverde, alleged to have organised a coup attempt against President Hugo Banzer ten days ago, has asked for political asylum in Paraguay, the Interior Ministry said. Asylum would probably be granted, the Ministry added. It said Senator Valverde had crossed into western Paraguay by land from Bolivia, where he disappeared a week ago after temporarily resisting loyalist forces at the head of 190 armed men.

The Paraguayan Ministry said 13 other Bolivian "political refugees" had been flown to exile here aboard a Bolivian Air Force plane and they would also be granted asylum.

Reuter

● Bridgestone Tire, Japan's major tyre maker, has announced that it will form a company to produce automobile tyres and tubes in Jakarta next month with Mitsui Bussan Kaisha, a leading Japanese trading firm, and P. T. Sinar Baran Makmur, of Indonesia.

● Schweizerische Bankgesellschaft said its Frs 50m., 15-year 5½ per cent loan at par was fully subscribed.

● Peugeot Automobili Deutschland said it raised its Ordinary capital by DM12.5m. to DM22.5m. to keep pace with business expansion and provide capital investment funds for its new Saarbrücken headquarters now being built. The company sold 50,573 units in 1972 (51,829) and had a turnover of DM485m. (DM387m.).

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Arabs want to use oil to influence U.S. policy against Israel. One oil company took the prospect seriously and has brought down on its head the wrath of America's Jews.

Maurice Irvine reports from Los Angeles

## Socal, Feisal and the Jews

BONFIRES of Standard Oil credit cards blaze up in Los Angeles. Mock blood is splashed on the company's windows off Market Street in San Francisco. The Jewish boycott of the West Coast oil major goes ahead. But can the corporation—California's number one and fifth among national oil firms, with revenues of \$6,750m. last year—be harmed seriously because of its new, pro-Arab stance?

Few doubt that Standard Oil of California's chairman, Mr. Otto N. Miller, got rather more than he bargained for in response to his letter asking employees and stockholders to urge the U.S. to "build up and enhance" its relations with oil-producing Arab nations. Socal, so far, has stood its ground. It is bracing itself for worse. This has been a whiff of grapeshot in a war of attrition as the Arab suppliers use their leverage on Big Oil to press for a change in U.S. policy towards the Arab-Israeli conflict.

California's Jewish leaders organised a grass roots protest which seems to be taking hold across the country. They say that no quarter will be offered until Socal backs down. "It's a simplistic attempt to persuade Americans that if there were no Israel, there would be no energy crisis," says Mr. S. Frankin of the Southern California Council for Soviet Jews. "We wonder if Standard had the go-ahead from the Nixon Administration on this, or if they are pursuing a foreign policy of their own."

Faced with the explosion of feelings among California's Jews, Mr. Miller issued a terse statement of clarification. Some people, he said, had thought he was trying to disregard the existence of Israel or its legitimate interests. This was simply not true.

"That's all very well," objects Mr. Douglas Ring, a boycott leader. "But Miller's letter was mailed to about 300,000 people personally. It must have left its mark, and we insist that he

make his clarification with equal force. Ads in the main newspapers might help."

Jewish community leaders claim that they are already hurting Socal: "The boycott has



Mr. O. N. Miller

cost the company hundreds of thousands of dollars worth of business," says Mr. Ring. "And their image has been scarred. That's just for a start." There is a threat that Socal might forfeit its rich drilling rights in Beverly Hills, where Jewish representation is strong on the city council, when they come up for renewal in the next few weeks. A powerful political lobby in the California state assembly is putting pressure on senators to take a hard look at Socal's attempts to restart offshore drilling, which has been under a moratorium in California since a disastrous oil blow-out off the coast of Santa Barbara in 1969.

Socal executives seem remark-

ably composed about the whole furore. Their chief letter, it is clear, was far from being the piece of bungled public relations which some had supposed: it was the outcome of a decision that consequences of which were scrupulously weighed in advance. Mr. Miller is not a hasty man. He joined Standard 39 years ago with a Ph.D. in chemical engineering and worked his way up in the Arabian-American Oil consortium, which includes Socal. He was offered a directorship in the 1950s with responsibilities for the company's Eastern interests and was named president 12 years ago.

A stern, rather aloof personality who believes in vesting his hand-picked managers with full authority, Mr. Miller has served in virtually every key area of the Saudi empire, and stepped successfully through the labyrinth of Middle East politics. In 1967, aged 58, Mr. Miller became chairman and chief executive of what was then America's 17th largest company. To-day, thanks largely to his unrelenting care, Socal is No. 12, with record profits last year of \$47m. (7 per cent. up on 1971).

For decades, it is said, the big oil firms here were run more like select country clubs than businesses. As marketing competition and the world-wide search for more supplies were stepped up through the 1950s, Socal was one of the last oil majors to modernise and streamline. With the advent of Mr. Miller, it made up for lost time. Close behind him came the new president, Mr. H. J. ("Bill") Haynes who—17 years junior—has been grooming to take over when the chairman retires next year.

Despite million dollar pollution fines, oil spills, and charges of deceptive promotion in connection with a petrol additive, Mr. Miller and Mr. Haynes held their giant on course. But the corporation, which made the

first big Mid-east oil find back in the Thirties, gets two-thirds of its daily production of 3.3 million barrels of crude from the Gulf and North Africa. More than half of this comes from



Mr. H. J. Haynes

Saudi Arabia. No company was more vulnerable to Arab pressure.

King Feisal, master of the world's largest single oil pool, said earlier this year that continued one-sided support for Israel would endanger business relations with the U.S. Aramco executives were summoned to Taif, his summer capital, to hear that the Saudis would slow down a consortium's planned expansion unless there was more sympathy for the Arab cause.

How long, the Arabs asked, would Mrs. Golda Meir dictate U.S. policy in the Mid-east? One oil company executive who has been lobbying for an "adjustment" in the American outlook argues that by the end

of the decade, the U.S. will depend for a third of its oil imports on supplies from the Gulf. "By then, the Saudis alone will have revenues of \$20,000m. a year. They can stop pumping, because they don't need the money, or destroy our balance of payments by refusing to reinvest in America."

Under Feisal's sway, most of the Saudi surpluses have been placed in U.S. banks and trusts. But this practice may change. Already the Saudi nationalists are taking their money out of U.S. industry and Kuwaiti sheiks are openly seeking investment in more pro-Arab countries.

There are those who feel that Mr. Nixon could revert to policies of the 1950s, when he was Mr. Eisenhower's faithful Vice-President, and when arms deliveries were withheld to squeeze concessions from Israel.

This, of course, would discount the anger and political clout of America's Jews. Socal executives might do well to attend, suitably disguised, the meetings in Los Angeles Temple Israel to gauge not only the sense of outrage but the kind of political backing the Jewish community can summon up. Congressmen, mayors, senators send representatives or messengers of support. Attendance runs the gamut from conservative Beverly Hills spokesmen to fierce young Jewish Defence League militants. The B'Nai B'rith anti-defamation league, with 750,000 members across the country, describes plans to "bring the facts to the American people." Speakers denounce the oil company for advocating the "destruction of a nation—an historic first for any corporation" and threaten that feeling against the oil giants will be deep and long-lasting.

So the oil companies are damned in the U.S. if they appear pro-Arab, and damned from Taif to Tripoli if they don't. Mr. Miller has made his choice.

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## EUROPEAN NEWS

## Solzhenitsyn accuses Soviet secret police

BY DAVID LASCELLES, EAST EUROPE CORRESPONDENT

FOR THE second time in 10 days the Soviet Government has been openly challenged in Moscow by a leading figure of the dissident movement.

Following last week's Press conference by the scientist Dr. Andrei Sakharov warning the West of the dangers of détente, the novelist Alexander Solzhenitsyn yesterday accused the Soviet secret police of sending him death threats. His accusation was contained in a lengthy interview he gave at his own request to the Moscow correspondent of Le Monde, Alain Jacob.

Solzhenitsyn showed Jacob three anonymous threatening letters which he said he was certain had come from the police although they appeared to have been sent by gangsters. The novelist said that he was so

close to the secret police that he could not have reached him without the connivance of the security services.

He added: "If I am declared dead or suddenly and inexplicably dying you can conclude without error that I have been killed with the approval of the security police or by them themselves."

Solzhenitsyn then revealed that he had issued instructions to his own literary assistants to publish his "literary testament" immediately they heard of his death, disappearance or deprivation of liberty.

Solzhenitsyn said he had abstained from publishing these letters for many years although they represented the most important of his books.

He also told Jacob that he had received an indirect ultimatum

from a senior KGB officer warning him to "get out of the foreigners' camp" or risk being returned to a prison camp. Solzhenitsyn was recently refused permission to live with his wife in Moscow.

Turning to the current trial of Piotr Yakir and Viktor Krassin, who have pleaded guilty to being agents of Western fascist groups, Solzhenitsyn said the two men had behaved without firmness of soul and had brought about a repetition of the show trials of the Stalin era.

At yesterday's session of the trial, as reported by Tass, Yakir



Alexander Solzhenitsyn

M. JACQUES CHIRAC, the French Agriculture Minister, has been pushing West Germany into improving its relations with the Soviet Union and its satellites and Brandt's Ostpolitik has always been doing no more than thinking aloud or trying out his ideas on one of his most faithful Ministers. But even if these reported opinions are not quite as crystallised or vehement as M. Chirac would have us believe, the essence of any official denial shows that the Agriculture Minister was not very far out in his interpretation.

Much of the comment in Britain on M. Chirac's outburst has concentrated on his accusation that West Germany is trying to torpedo the EEC's Common Farm Policy. The significance of this remark is great enough. It implies that France intends to take a particularly tough stand when the agricultural policy comes up for review in the autumn and may well foreshadow a full-scale crisis in the Community.

Of infinitely more importance in the longer run, however, is his suggestion that West Germany is turning away from Western Europe, the implication being that it would hope for a closer relationship with East Germany in a neutral region.

If this were indeed true—and it has been strenuously denied in Bonn—the whole foundations on which the Common Market has been built would be undermined.

It must be assumed that M. Pompidou does not seriously think that Herr Willy Brandt, the West German Chancellor, who has always been one of the most ardent advocates of a united Western Europe, is likely to endorse such a policy. His two approaches to European problems did not appear to provoke the hostility of the French, at least initially. Ever since the days of General de Gaulle,

the French has been pushing West Germany into improving its relations with the Soviet Union and its satellites and Brandt's Ostpolitik has always been doing no more than thinking aloud or trying out his ideas on one of his most faithful Ministers. But even if these reported opinions are not quite as crystallised or vehement as M. Chirac would have us believe, the essence of any official denial shows that the Agriculture Minister was not very far out in his interpretation.

concerned—with some justification, it must be said—and are clearly looking ahead at what might happen rather than analysing the situation as it is today. Herr Brandt will not be Chancellor for ever and future German Governments, whatever their political hue, could well be tempted by a neutralist solution of their country's problems if an approach towards reunification is the reward, it is feared in Paris.

President Pompidou is believed to feel that, given the history of Germany and the temperament of the German people, the time will certainly come when reunification will again become a national priority. It remains to be seen, of course, whether the Russians, whose historical reasons for fearing a reunited Germany are every bit as great as those of the French, would even remotely contemplate such an idea.

Yet this is nevertheless the sort of scenario which cannot be dismissed out of hand, particularly if Mr. Brezhnev's current ardour for East-West détente and efforts to secure the Soviet Union's western flank in order to keep his hands free to deal with the menace of China.

## WEST GERMANY

## Lufthansa go-slow losses top DM150m.

BY JONATHAN CARR

BONN, August 28.

LUFTHANSA said today it has so far lost more than DM150m. through the air traffic controllers' go-slow, more than 12 weeks old and little if any closer to an end.

The airline added that some two-thirds of its flights inside West Germany remained cancelled because of the go-slow, although full intercontinental services were being maintained. The company has already given up hopes of repeating last year's results when it almost broke even on its internal flight operations after years of deficit.

Meanwhile the chairman of Lufthansa's employee organisation, Herr Wolfgang Schmidt, has said some 5,000 of the 30,000 jobs at Frankfurt airport will be

threatened if the dispute continues. Herr Schmidt, who is an SPD Deputy, also strongly criticised Transport Minister Lauritzen, a member of the same party. Herr Schmidt said if Herr Lauritzen could not see that the controllers, who are civil servants, returned to work, then he should "draw the consequences".

In his latest effort to end the dispute, Herr Lauritzen has produced a plan to improve the controllers' pay and career prospects. However, it falls a long way short of the controllers' demands. Union representatives who discussed the plan yesterday said later it contained little new and urged the Government to make further proposals.

## Frankfurt stocks recover

BY ANDREW HARGRAVE

FRANKFURT, August 28.

STOCKS at Frankfurt Exchange staged a strong recovery today following a week in which trading had sunk to its lowest level since the Bundesbank's weekly report issued today.

Motor vehicle, some engineering and chemical shares as well as those of banks led the way, with BMW, one of the stars in a recent recovery, rising by seven points, followed by Dresdner and Deutsche banks (6 and 5½ points respectively) and Daimler (5 points). Substantial increases were also recorded by Mannesmann and Demag.

Observers noted that demand for stocks was still below average, though there has been some interest from abroad which may have influenced the market. Last week's turnover index, strongly influenced by strikes and some company reports indicating a slow-down in Germany's economy activity, was 48.85 compared with the monthly averages of 182.251 and 176 for May, June and July respectively.

Meanwhile, minimum reserves

by banks and other financial institutions frozen at the Bundesbank fell further by DM4,900m. to DM47,700m. last week, according to the Bundesbank's weekly report issued today.

## NEW FEDERAL OFFICE IN WEST BERLIN

By Jonathan Carr

BONN, August 28.

THE BONN government has decided to establish a new Federal Institution in West Berlin, thereby underscoring the links between the city and West Germany.

The new Federal Office for Environmental Questions will join numerous Federal authorities in West Berlin with a staff of more than 50,000.

But the decision is significant since it comes at a time when Bonn's right to represent West Berlin's interests is coming under strong pressure from several East European countries.

## Brussels doubts on Nixon trip

By Lorette Olsager

BRUSSELS, August 28.

President Nixon's planned visit to Europe this autumn is not as certain as the announcement by White House officials 10 days ago made it appear, according to informed sources here. According to these sources, a final decision on the trip will not be taken until Washington knows the outcome of the discussion on European-United States relations which EEC Foreign Ministers are to hold in Copenhagen in September.

Meanwhile, fresh doubts about France's attitude to any new definition of these relations have arisen because Foreign Minister Michel Jobert has let it be known that he does not expect to attend the Copenhagen talks of September 10 and 11. M. Jobert plans to accompany President Pompidou on his visit to China instead.

M. Jobert's absence, however, justified by the importance of President Pompidou's attachment to the China visit, will make it easier for France to be difficult in Copenhagen if she wants to.

Dr. Henry Kissinger, President Nixon's special adviser, named last week to be Secretary of State, has cancelled a speech he undertook to make in Brussels on September 10. White House sources said Dr. Kissinger felt he should not make any more trips abroad until after the Senate had confirmed his nomination to the new post, they said.

## Lisbon doubts on IMF talks

BY BRUCE LOUDON

-LISBON, August 28.

THE PORTUGUESE Government is making heavy weather over a decision about whether or not to attend the forthcoming meeting of the International Monetary Fund in Nairobi.

This lack of decision little more than three weeks before the start of the meeting contrasts unfavourably with the attitude of South Africa which some time ago resolved to participate fully in the meeting, having received assurances from Kenyan authorities that the South African delegation would be welcome and that there would be no discrimination against members.

Published reports in Lisbon at the weekend said it was now clear Portugal would not attend the meeting, but it has been learned authoritatively here that in fact no decision has been taken despite urgent requests for one from IMF representatives.

The weekend reports in Lisbon placed the presumed decision not to attend in the context of a steady withdrawal by Portugal from international forums where Portuguese delegates may be unwelcome and there is at least an element of truth in this: the atmosphere in the country now, especially in the aftermath of the deeply-felt controversy over the Mozambique "massacre" allegations, is one of acute depression.

Beyond withdrawing tortoise-like into its shell and hoping the storm will pass, the authorities appear unable to cope effectively with the developing situation. Many observers in Lisbon see the lack of decision over participation in the IMF meeting as symptomatic of this depression overhauling Portugal about the international situation—although this is hardly an adequate excuse for not attending, since Portugal, as a full member of

long standing, has a right to participate and the Kenyan hosts have given assurances that Lisbon's delegates will be welcome.

This "tortoise" complex augurs badly for what many consider could be a critical few months for external relations. In the wake of the massacre allegations, Mozambique is likely to prove the focus of African anger during the forthcoming session of the UN General Assembly, which may prove the most unpleasant for Portugal in many years. In October there is the Portuguese General Election which will arouse emotions both within Portugal and overseas.

But the climax will come only after that, towards the end of October or beginning of November, when the Spanish priests of the Burgos Order go on public trial before a military tribunal in Lourenço Marques, where they have been in jail for the past 18 months, charged with treason.

## France fears a German giant

BY ROBERT MAUTHNER, PARIS CORRESPONDENT

The French would, no doubt, to cut their armed forces within their own borders and they would therefore still be within a few hundred miles of Western Europe in crushing numbers. If, as the French also fear, the Soviet-American could eventually lead to the two halves of Germany, separate negotiations, this would inevitably

role in world affairs were his whole presidential term away—he may, after all, stand again in 1975—trying to make an ink mark on Europe.

His official visit to China the middle of September certainly gave him fresh thoughts as it will to Russians, for the Chinese recently been stepping up campaign to wean away from the Soviet Union, on the point of urging Europeans to develop their defence system.

There can be little doubt in spite of the relatively independent political and economic policies which have been forged by the Soviet Union and France. The French nuclear test in the Pacific to take away some odium from France, and opposed to troop cuts in Europe.

What is more, both countries place an equal emphasis on national independence, sovereignty, which may be compatible with the European integration that the Ch appear to be so keen on, but which will certainly contribute to the warmth of discussions.

There is every indication M. Pompidou considers a close relationship of France with Western Europe with would help to restore the balance of power in the world, upset in France by the Yalta-type agreement between the U.S. and the Soviet Union. But this once again, the whole question of what Europe, for it can hardly be expected to play a major role in world affairs in the proposals to this effect. It would be surprising if the Head of State of a country which still answered until France could purport to play an important role with some genuine new idea.

It cannot be excluded that President Pompidou, in his Press conference at the end of this month or the beginning of October, will put forward certain proposals to this effect. What he is saying is that the State of a country which still answered until France could purport to play an important role with some genuine new idea.

"President Pompidou is believed to feel that given . . . the temperament of the German people, the time will certainly come when re-unification will again become a national priority"

## Mintoff outlines seven-year development plan

BY OUR OWN CORRESPONDENT

MR. DOM MINTOFF'S outline of the seven-year development plan for Malta which is being published here today, foresees that Malta will attain sufficient productivity to enable her to dispense after 1979 with the economic gains accruing from a foreign military base.

The 43-page document, which claims a high degree of flexibility, unveils the socialist government plans to give Malta "its true identity and the attainment of self-reliance and self-determination." The plan, however, rules out the attainment of a self-sufficient economy and cautions that a country the size of Malta could only achieve economic self-sufficiency at the very heavy cost of a catastrophic fall in the standard of life of its people.

The plan will pursue five main aims which are the phasing out of the British military base, the modernisation of the drydock, the mobilisation of resources to achieve a substantial and sustained growth, the development of the infrastructure and the building of a sound modern system of social services.

The plan calls for an estimated gross fixed capital investment of around £120m. Of this, £112m. will be financed by the private sector and £8m. will be spent by the Government on infrastructure and social capital projects. Referring to available resources the plan states that in its fiscal policies the Government will be guided by the principle that financial burdens must be borne by those most

able to carry them. The resources of the World Bank and funds obtained from Libya and soft loans from China and Italy will be used to finance the plan.

20,400 new jobs will be created at £110,000 each. Low unit labour costs should attract sound industrial ventures to Malta.

The new jobs created will be provided in the manufacturing industry with a corresponding increase in exports from £153.5m. in 1972 to about £190m. in 1979. An increase of 9.1 per cent annually. Imports are expected to grow from £119.8m. in 1972 to £119.8m. in 1979.

The Gross Domestic Product is expected to grow in real terms by an average 5 to 6 per cent, despite the phased British withdrawal.

FINNS TRY TO CHECK IMPORTS  
By Lance Keyworth  
HELSINKI, August 28.

Finland announced tonight that imports of cars and a long list of consumer durables will be subject to licensing with immediate effect. The measure is temporary and designed to protect the balance of payments from an anticipated upsurge of imports before the package of protective economic laws now before parliament comes into force.

These laws foresee, among other things, price controls and regulations to prevent distortion must be borne by those most

## INTERIM STATEMENTS

## ALFRED CLOUGH LIMITED

## INTERIM STATEMENT

	24 weeks ended 16th June 1973	26 weeks ended 30th June 1972
Turnover (excluding inter-group sales)	2,076,000	1,250,000
Profit before Taxation	100,539	46,000
Less Corporation Tax (45%)	45,243	18,400 (40%)
Profit after Taxation	55,296	27,600
Less half year's Preference Dividend paid on 29th June, 1973	2,835	4,050 (Gross)
Interim Ordinary Dividend of 14 pence per share 10%	20,650	
Retained Profit	31,511	23,550
Add revenue reserves brought forward	363,680	314,323
Revenue reserves carried forward	395,191	337,873

\* Does not include Hostess Tableware Limited which was then not a member of the Group.  
Interim Ordinary Dividend—14 pence per share (equivalent to 10% Gross) payable 1st October to all Ordinary Shareholders on Register at 14 September, 1973.

Current Happenings and Trading. The Potters 14 days Summer holidays commenced 23rd June and that period saw unparalleled outbreaks of arson—serious outbreaks of fire arising in two of the five factories in the Group on the 23rd and 24th June.

Fortunately the buildings were insured for their full reinstatement value of £2,115,000 on 4th October, 1972 and, as the Group are fully insured and expect to recover in full the whole of the cost of replacing lost buildings, stocks of ware and materials damaged or destroyed having regard to selling price, their target profit of £200,000 before tax for the current financial year is unlikely to be affected. A first payment of £170,000 on account has already been received from the insurers. Current trading and orders are very buoyant.

E. H. MARLEY, Chairman.

## THE RITZ HOTEL (LONDON) LIMITED

## INTERIM STATEMENT

The unaudited results for the half year to 31st March, 1973, are as follows:—

	Half year to 31/3/73	Half year to 31/3/72
Turnover	£395,000	£347,000
Profit after all charges and before taxation	71,806	68,551
Estimated Taxation	29,000	29,500
Profit after Taxation	42,806	39,051
Earnings per Stock Unit	9.5p	8.7p

The earnings per stock unit have not been split between the two classes of stock as after a dividend of 6% has been applied to each class of stock, all stock units rank equally for dividend.

As in the previous year no interim dividend is to be paid.

## Record payments gap confirmed in Italy

BY PETER TUMIATI

ROME, August 28.

ON THE basis of provisional estimates of the May and June figures Italy's balance of payments for the first half of 1973 shows a deficit of Lire948,300m. against one of Lire328,000m. last year. The June figures confirm a record gap between visible imports and exports.

The provisional trade figures relating to the first half of the year, which were released earlier this month, showed a record gap. The balance of payments figures indicate that from last February on, in every successive month, there was an acceleration in payments for imports and increasing delays in the repatriation of the

foreign currency revenue sent by exports. Furthermore, unusually large quantities of raw materials even consumer goods were ported but because of expectation of a further increase in the value of the lira and because of further rises in the price of goods to be imported.

However, increased material imports also reflect Italy's increasing industrial production. The deficit in the balance of payments in June was larger one of Lire27,500m. against a deficit of Lire1,100m. in June last year.

NEGRETTE & ZAMBRA

"Another year of improved results"

J. E. Odle, O.B.E., Chairman.

	1973	1972	1971
Sales	£000	£000	£000
Pre Tax Profits	4757	4386	3895
Net Tangible Assets	2174	1880	1733
Earnings per share	11.1p	8.9p	4.8p
Dividend per share	3.6p*	2.5p	
Assets per share	110p	103p	99p
*Equivalent Gross amount			

Major points in Chairman's Statement:

- ✓ Liquidity further improved
- ✓ Direct Exports 31% (1972-21%)
- ✓ Substantially higher Order Books
- ✓ Reasonable optimism for the future

Copies of Report available from Secretary, Hawthorn Road, London NW10 2LS

## Robert Riley (Holdings) Ltd.

The following main points are taken from the statement made by Mr. R. Currie at the Annual General Meeting in Rochdale on the 28th August, 1973.

The Group profit for the year is £63,553 and a final dividend of 10.5% is recommended by the Directors, which, with the interim dividend of 5% gross paid last December, is the same as last year taking into account the changes which have been introduced in the system of company taxation.

Our order book at the end of the year under review was far healthier than it was twelve months before and our confidence in the future is strengthened by the amount of forward ordering from our major customers.

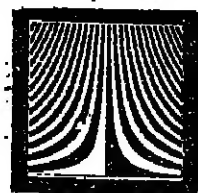
The current year has started very well as far as all our operations are concerned and we intend to consolidate and expand the group's activities believing that our long term prospects are bright.

The report and accounts were adopted. A full copy of the Chairman's Statement is contained in the Report and Accounts, which can be obtained on request from the Secretary, Stoneyfield, Rochdale, Lancs.









# The Technical Page

EDITED BY ARTHUR BENNETT AND TED SCHOETERS

## TRANSPORT

### Satisfying hauliers and the public

AN ALTERNATIVE to the heavy lorry in busy city streets—a quiet low-pollution engine unit towing a short trailer—has been developed by Crane Fruehauf Trailers and Volvo trucks.

The low pollution engine vehicle draws two 23 foot trailers built to safety standards beyond those anticipated for the 1980s to the city outskirts where the unit is broken down into two small trailers and then drawn by new generation Volvo engines, as quiet as those in a private car, into the city for delivery. Total length of these "urban trailers" is less than the length of a single-decker bus, less, in fact, than the length of two average family cars.

During the past five years increasing concern has been shown about the protection of the environment, and a large part of this concern has been directed against the heavy goods vehicle. It is fully accepted by the commercial vehicle industry that, in an ideal world, the maximum-weight, maximum-length vehicle has no place in the urban scene, but so far the provision of suitable direct motorway-type links and by-passes has meant that this ideal has been impossible to achieve in practice.

Now that the motorway network is taking shape, however, it is felt that there exists an opportunity to provide an alternative means of goods delivery to the High Street which will retain the proven economic benefits of bulk road haulage while meeting the just and varied demands of the public.

The trailers, designed and built by Crane Fruehauf Trailers, are equipped with safety features for normal and emergency use, and with extensive pedestrian and other road user protection facilities. They include a wide-angle closed circuit television camera mounted to the trailer rear that projects a continuous picture of the road area not covered by mirrors to a monitor in the driver's cab.

They also have greatly improved stop lights, reversing lights and klaxons, fog warning lights, hazard warning flashers, safety rails all round, and powerful fail-safe brakes that eliminate jack-knifing and skidding.

The Volvo tractor units themselves include refinements to aid driver concentration, not least of which is the low noise level. There is also full air conditioning. The manoeuvrability of the tractor/trailer combination is excellent with no road scrub even on tight turns.

The whole system provides a maximum weight, maximum length vehicle, operating at low noise and low emission levels and equipped with extensive safety devices for operating on motorways and similar designated routes, but easily convertible into a low noise/low pollution outfit for town use.

### Solids carried in pipes

IN RECENT years, the only feasible answer to the spread of the motorway system and the proliferation of juggernaut lorries has been the transport of solid materials over long distances by pipeline.

In some industries, this is already a commonplace, but the technique has to make a new breakthrough before it can be considered as an alternative to a further series of major roadworks on the country's dwindling agricultural land as the motorways themselves become incapable of coping with the load.

Pneumotransport 2 is the second international conference convened by the Fluid Engineering branch of the British Hydromechanics Research Association. It will be held at the University of Surrey, Guildford, from September 5 to 7. It has attracted a large number of important papers, many of which are for the specialist in the area.

Some of the papers are general enough, however, to be of considerable significance to the industrialist at large.

One describes the development and experimental study of an industrial pneumatic conveying system required to carry widely differing materials—silica, calcite, resin and scrap, among others—simultaneously.

Another requirement is that batches of up to 450 kilos of a mixture of the materials would have to be delivered to any one of 11 hoppers, located at 0.1J.

## TELEVISION

### Tiny camera has no tube

AN ALL solid-state television camera, little larger than a cigarette packet and weighing only six ounces, has been demonstrated in the United States by the space and defence systems division of Fairchild Camera and Instrument Corporation. It operates in conditions ranging from bright sunshine to subdued room lighting.

The new camera, Model MV-100, uses no conventional vidicon tube. It is the first in a series employing charge-coupled device (CCD) sensors. In the MV-100 there is an array of 10,000 photosensors assembled on a 24-pin dual-inline package.

Size of the camera is 3½ x 1½ x 2½ inches and power consumption is about one watt, less than that used by a small transistor receiver. Accessories include an optical viewfinder, tripod, monitor, pistol grip, a wide range of lenses and a remote package providing battery power and wireless transmission up to 100 feet.

Within the next few years Fairchild plans to introduce both colour and monochrome cameras for commercial, industrial and military applications.

Charge coupled device sensors are basically bulk silicon that releases charge carriers in proportion to the amount of light reflected from the scene. These charge carriers are transferred

by a clocking system and transmitted to a receiver as standard television signals.

The camera is a result of Fairchild-developed CCD technology augmented by work performed under an on-going U.S. Navy contract aimed at developing low light level imaging devices. It was designed and fabricated by the space and defence system division and developed by the digital products group of the Fairchild Semiconductor Components organisation, which earlier this year introduced a charge-coupled linear image sensor, the first such product to be commercially available.

Although television receivers must be slightly modified for use with the MV-100, videotape recorders need not be changed. Typical applications are security, surveillance, medical instrumentation and process control. Pricing and availability will be announced before the end of the year.

## MACHINE TOOLS

### Precision drive study

EXPERIENCE in the use of oil hydrostatic spindles on external grinding machines is becoming fairly extensive and the advantages well known, however, little experience is yet available about their use for internal grinding.

A study has recently been carried out on the fitting of a belt driven "Fluistic" spindle manufactured by Aerostatic, of 40 Nuffield Industrial Estate, Poole, Dorset, to a Matrix 24 thread grinding machine in place of the conventional ball bearing spindle. This spindle has been in constant use since the beginning of January 1973.

Over this period not a single item has been rejected for poor finish and the overall level of finish has been significantly improved. These finishes are achieved at higher wheel surface speeds and with coarser grit wheels, which is made possible by the high damping and stiffness of the bearings. The non-contacting bearing surfaces are not only vibration-free but also virtually wear-free and, even at high rotational speeds, have a very low noise level.

Using a softer 120 grit wheel in place of the 180 grit applied previously, the thread form is retained on the wheel for far longer, component thread form is more accurate, time between dressing has been doubled and effective grinding time reduced by up to 30 per cent. Bell-mouthing, previously expected

to be about .0002 inch, has, over the period, been constantly within .00005 inch.

### Readouts reduce downtime

CONTROLLED comparison tests and productivity analysis at a Birmingham engineering company have shown significant advantages in the use of digital readout on machine-tools.

When a centre lathe has to be brought to a halt repeatedly so that the operator can measure the work-piece, this does not count as machine downtime, although it might as well be as far as productivity is concerned. This is the lesson drawn on by the Engineering Division of Linread, when reorganising its machine shop to extend machine-tool servicing and overhaul facilities from an internal to an external service. The company fitted "Venture" digital read-out systems to its busiest machine tools, and considerably reduced production time losses.

Time saved on the centre lathes varies as the complexity of the work, from 10 to 30 per cent. On the first horizontal borer to be fitted, output has gone up between 15 and 20 per cent, and the useful range of



A circuit board containing 200 integrated circuits undergoing checks at Honeywell's Newhouse, Lanarkshire, computer factory. Each board—part of a Honeywell Series 6000 computer—is examined after automatic soldering, to ensure the quality of all solder joints between the integrated circuits and the board. Honeywell has only recently begun production of the Series 6000 computers at Newhouse.

## PACKAGING

### Labelling cans of paint

EVERY LABEL Systems has introduced a fully-automatic labelling machine designed to apply a wide range of self-adhesive labels to paint cans.

The machine, called TL 1000, is said to be particularly suitable

for manufacturers who purchase large quantities of cans, pre-printed with brand names and general information. Standard cans may then be passed through the TL 1000 and labelled accordingly with specific details on the contents, colour, type of finish, etc.

A seam-locating device ensures accuracy in label positioning and cans up to one litre capacity can be handled.

Every Label Systems is at Kibbly House, Carpenders Park, Watford, Herts.

### Easy grease tub filler

CLAIMED TO be the fastest tub filler, BD Spares and Services, of Pennywell Road, Bristol BS5 0TL, has introduced a machine which has a maximum operating speed of more than 300 tubes per minute. One of these machines is in service in the Midlands factory of a margarine manufacturer.

It is stated to have a weight control accuracy of plus or minus 1/10 of a gram per tub. It has in-line sterilisation and washing, and a sequential start-up procedure which, says the maker, considerably cuts wastage of both tube and product, while the "no tub—no fill" facility does not stop the machine.

A feature of the machine is the lubrication system. There are 66 lubrication points on the machine, 56 of them on the rotating section. When lubrication is required, normally not more than twice a week, it takes only 1 to 3 minutes to lubricate all points. There are two grease distribution lines, one for the 10 static points and one for the 56 rotating points. A single stroke of the grease gun lever when the gun is connected to each main, delivers the correct injection of grease through individual metering valves at each point.

The lubrication system is made by Bielomatik Ltd, 15 Cotswold Street, London SE27 0DP.

## CONFERENCES

### Protection of light gauge steel

AN ALL day seminar, organised by Zinc Development Association in conjunction with the British Steel Corporation Strip Mills Division, will be held on November 6 at the Cafe Royal, London, to discuss the new British Standards Institution document DD24: "Methods of Protection Against Corrosion on Light Section Steel Used in Building."

Drafts for Development (DD) are a new series of BSI publications in which technical advances are documented by experts in a particular field as recommendations to industry over a three year assessment period. DD24 gives advice to designers and users for protection of steel classified according to conditions of use and includes detailed proposals for coating systems considerably in advance of those appearing in other standard documents, although primarily concerned with thin steel (up to 5 mm thick) DD24 indicates that the majority of recommendations are applicable to thicker steel products.

The seminar is intended for all those considering the use of steel in building. Requests for invitations and detailed programmes should be sent to the Zinc Development Association, 34 Berkeley Square, London W1X 6AJ.

## MATERIALS

### Data on zinc compounds

THE ZINC Development Association in London and the Zinc Institute Inc. of New York have collaborated in the production of a technical manual for workers and users of zinc and zinc compounds and chemical engineers. Data in the 248-page book has

been largely drawn from scientific and trade literature. The great diversity of the outlined and every compound that is either commercially available or of theoretical and scientific importance is covered. Copies of the manual are available free of charge to specialists libraries, research workers and users and may be obtained from the Association, 34 Berkeley Square, London, W.

### Alexander Russell Limited

RECORD RESULTS FOR YEAR ENDED 31st MARCH 1973

	1973	1972
Turnover	6,485,445	5,333,000
Group Profit before Taxation	309,791	124,000
Group Profit after Taxation	193,036	78,000
Minority Interest	9,239	3,500
Earnings per Ordinary 10p Share	2.3p	0.9p
Total Dividend on Ordinary 10p Shares (after addition of Tax Credit)	2.3p	0.9p

Increased Coal Plant capacity together with more buoyant conditions in the building trade in Scotland were the principal reasons for the record profits.

Further improvement is expected in sales of quarry materials and Aglite blocks. A major expansion of the block plant is being undertaken to meet the upsurge in demand.

## MACARTHYS PHARMACEUTICALS LIMITED

Highlights from the Annual Report for the year ended 30th April, 1973

	1973	1972	1971	1970
	in £000's			
Sales	31,839	27,201	23,857	21,931
Pre-tax Profits	1,317	1,087	696	401
Margin on Sales %	4.1	4.0	2.9	1.8
Ordinary Dividend %	13.58 (NET)	18.5	11.0	7.5
Earnings per 20p Ordinary Share	9.1p	7.4p	4.6p	2.2p

The following extract is taken from the Chairman's Review—

"We are budgeting for higher profits during the current year, and our present sales picture gives us every reason for confidence that we shall achieve them."

Copies of the Report and Accounts are available from the Secretary,

FRANKLAND MOORE HOUSE, 185/7 HIGH ROAD, CHADWELL HEATH, ROMFORD RM6 6NR

## CONFERENCE WORLD ENERGY SUPPLIES

18, 19 & 20 SEPTEMBER 1973 GROSVENOR HOUSE LONDON

Organised by the Financial Times in association with BOAC

Speakers will include:

**ENVIRONMENTALISM AND ENERGY**  
The Rt Hon Joseph Grimond, MP  
Member of Parliament for Orkney and Shetland

**CAN THE INDUSTRIAL CONSUMER OBTAIN A BETTER DEAL?**  
Mr Murray Pincus  
Managing Director—Europe  
National Utility Service Inc (UK) Ltd

**NEW SOURCES OF POWER—GEOTHERMAL ENERGY**  
Dr Joseph Barnea  
Dept of Economic and Social Affairs,  
United Nations

**THE FUTURE AVAILABILITY OF OIL**  
Mr H R Warman  
Exploration Manager,  
The British Petroleum Co Ltd

Fee: £99.00 (inc VAT) covering all refreshments, cocktails, lunch, evening reception and conference documentation.

To be completed and returned to:  
The Financial Times Conference Department (WORLD ENERGY)  
388 Strand, London WC2R 0LT Telephone: 01-836 5444 Telex: 27347  
Please send me full details of the WORLD ENERGY conference

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**WORLD ENERGY NEEDS IN 1980**  
Mr John Winger  
Energy Economics Division,  
Chase Manhattan Bank

**SUPPLYING JAPAN'S ENERGY NEEDS**  
Mr Nobuyuki Nakahara  
Toa Nenryo Kogyo K K

**THE WORLD ENERGY CRISIS—THE ROLE OF THE UNITED STATES BANKS**  
Mr Reuben Richards  
Executive Vice President,  
First National City Bank

**THE FUTURE FOR OIL—A MIDDLE EAST VIEW**  
Dr Nadim Pachachi  
Former Secretary General OPEC

**SPECIALISTS IN THE MEASUREMENT & IMPROVEMENT OF PRODUCTIVITY**  
The D.K.Wright Organisation  
Head Office: 27 Stamford New Road  
Altrincham Cheshire. Tel: 061 928 8591

## EMC

Mr. Max Welling confident on increased profitability

Results of Electronic Machine Company Limited for the year to 30 April 1973

1973 Group profit before Tax £222,420 (1972—£214,491).  
1973 Earnings per ordinary share 5.47p (1972—5.33p).  
1973 Dividend 2.1875p per share (1972 equivalent—same).  
1973 Net assets employed per share 55.7p (1972—47.3p).

The successful members of the Group have continued to improve, but the companies that have shown disappointing results in previous years have once again retarded our progress.

The Redhill Division has now been transferred to Mitcham, and all electronic production at Mitcham has been merged into a single unit.

With the exception of Panax, all members of the Group are trading profitably, and I am confident that most divisions will improve on last year's results. Should we be successful in speedily benefiting from the re-organisation of the Electronic division, then the current year's results could show a marked increase over the figures for last year.



هكذا من النجمل

**COMPUTERS**  
**Courier**  
**Processor**

ICA has developed a processor capable of handling 100,000 characters of data per second. The processor is designed to handle a wide range of data processing tasks, including data entry, data storage, and data retrieval. It is a versatile and powerful tool for businesses and organizations.

**ELECTRONICS**  
**Oscillator**  
**Low**  
**Frequency**

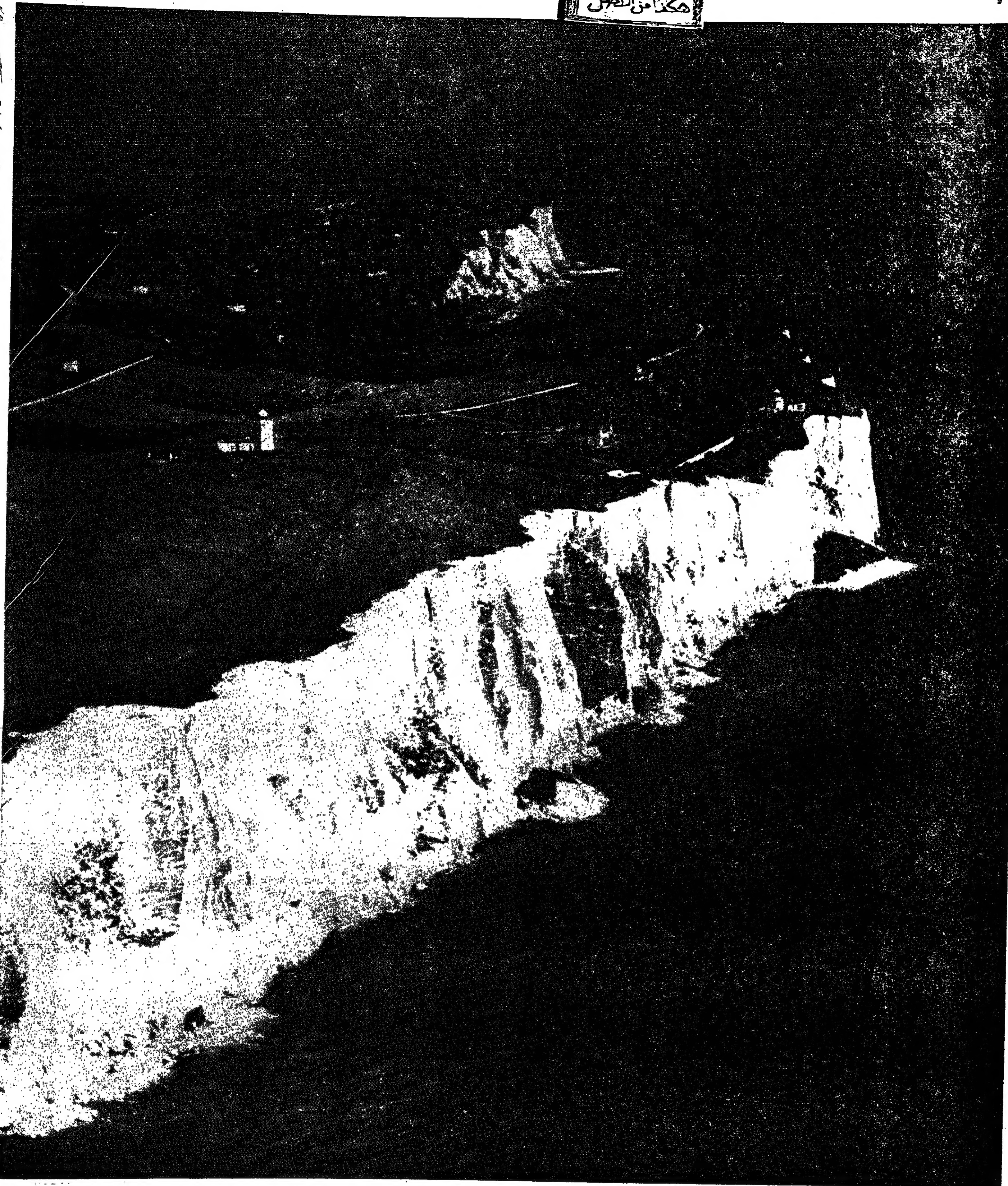
The oscillator is designed to provide a stable and accurate frequency signal. It is used in a wide range of electronic applications, including communication systems, instrumentation, and control systems. The oscillator is a key component in many electronic devices.

**IL Limited**

IL Limited is a leading manufacturer of industrial equipment. The company has a long history of innovation and excellence in its field. Its products are used in a wide range of industrial applications, from manufacturing to research and development.

**ICALS**

ICALS is a leading manufacturer of industrial equipment. The company has a long history of innovation and excellence in its field. Its products are used in a wide range of industrial applications, from manufacturing to research and development.



# It's not the end of the world.

Being the country's number one rechargeable battery maker doesn't exactly make us world-wide industrial giants.

Fortunately though, our world doesn't quite end with the white cliffs of Dover.

We make and sell batteries in other countries too.

In Europe. Where we're leaders in Holland and Denmark, and expanding rapidly in France and Belgium.

In India. Where we have a quarter of the lead-acid battery market, and export to thirty other countries.

In Australia and New Zealand. Where again we're market leaders.

In S.Africa. Where we have 30% of the automotive battery market, and 45% of the industrial market.

In Canada. Where Chloride Systems leads the emergency lighting systems field.

And in the U.S.A. The largest battery market in the world.

Through Chloride Systems Inc., we already have a strong presence in the emergency lighting business.

And last month we bought a controlling

interest in the Connrex Corp. Overnight becoming the seventh largest U.S. automotive battery manufacturer.

We intend to use this base, and Chloride's technical expertise, to develop our industrial battery business in the U.S.

Our overseas activities contribute 32% Group pre-tax profits.

So you can see that our world hardly ends with the English Channel.

**CHLORIDE**

More involved than you think we are.



This document contains particulars given in compliance with the Regulations of the Council of The Stock Exchange for the purpose of giving information to the public with regard to the Company. The Directors of Hunteleigh Investment Company Limited ("the Company") collectively and individually accept full responsibility for the accuracy of the information given and confirm, having made all reasonable enquiries, that to the best of their knowledge and belief there are no other facts the omission of which would make any statement herein misleading. Application has been made to the Council of The Stock Exchange for the whole of the issued Ordinary Share Capital of the Company to be re-admitted to the Official List.

The quotation for the Company's Ordinary Shares was suspended on 26th March, 1973, at the Directors' request following the announcement that the terms had been agreed with the shareholders of Darwen Storage Company Limited ("Darwen") to purchase the entire issued share capital of Darwen. The Company entered into a contract with the shareholders of Darwen on 1st May, 1973, and this contract was conditional upon the approval of the shareholders of the Company prior to 30th September, 1973. This approval was given at an Extraordinary General Meeting of the Company held on 10th August, 1973. This document has been prepared on the basis that the acquisition has been completed and that Darwen has become a subsidiary of the Company. The Company and its subsidiaries, including Darwen, are hereinafter referred to as "the Group".

# HUNTELEIGH INVESTMENT COMPANY LIMITED

(Incorporated in England under the Companies Act 1948, Number 587755)

**Authorised**  
**£250,000** in 2,500,000 Ordinary Shares of 10p each  
**Issued and Fully Paid**  
**£163,750**

Under the terms of the contract and as part of the consideration for the acquisition of Darwen a further maximum of 270,000 Ordinary Shares of 10p each in the Company will be issued at later dates subject to the profits of Darwen reaching agreed levels. These shares will rank *pari passu* with the shares already issued in the Company. Further details of the contract are set out below.

No material issue of shares (other than the shares which form part of the consideration for the acquisition of Darwen and also to shareholders *pro rata* to existing holdings) will be made within one year without prior approval of the Company in general meeting. No issue of shares will be made which would effectively alter the control of the Company or nature of its business without prior approval of the Company in general meeting.

On 16th August, 1973, the Group had secured bank overdrafts aggregating £122,485. Save as aforesaid and apart from any inter-company indebtedness and guarantees, the Group has no loan capital, bank indebtedness, liabilities under acceptances (other than normal trade bills) or acceptance credits, mortgages, charges, hire purchase commitments or guarantees (other than in the ordinary course of business) or other material contingent liabilities.

**Directors**  
GERALD KREDITOR, F.C.A., 39 Wykeham Road, London, N.W.4 (Chairman: *Non executive*)  
EDITH CRUIK, 43 Caroline House, Baywater Road, London, W.2 (Executive)  
GEORGE ADER, B.Sc., Ph.D., F.R.I.C., 4 Beckatt Walk, Beckenham, Kent (Non executive)  
PETER COLUIM TUDBALL, 12 Gurnard Road, Sarnes, Surrey (Non executive)

**Secretary and Registered Office**  
GIMP SECRETARIAL & FINANCE LIMITED, 51-52 Chancery Lane, London WC2A 1HD.

**Bankers**  
MIDLAND BANK LIMITED, Winchester House, 86 Old Broad Street, London EC2N 2BA.

**Auditors and Reporting Accountants**  
SINGLETON, FABIAN, DERBYSHIRE & CO., Lee House, London Wall, London EC2Y 8AX, Chartered Accountants.

**Solicitors**  
PICKERING KENYON, 23 & 24 Great James Street, London WC1N 3EL.

**Brokers**  
ZORN & LEIGH-HUNT, Moor House, London Wall, London EC2Y 5HB, and The Stock Exchange.

**Registrars and Transfer Office**  
ALLAN CHARLESWORTH & CO., 17 St. Helen's Place, London EC3A 6EA.

## HISTORY

The Company was incorporated in England on 13th August, 1957, as a private company under the Companies Act 1948. On 13th March, 1958, it was converted into a public company and was granted a quotation for its share capital. It carried on business from that date as an investment trust. During 1959, the Company ceased to be an investment trust as defined by the Finance Act 1956. Its subsidiary, Hunteleigh Securities Limited, has traded as a dealing company in both listed and other securities. In 1968, the Company formed Capital Annuities Limited for the purpose of carrying on long term life assurance business in Great Britain; this company was disposed of in 1970.

In January, 1970, the Company acquired the share capitals of Edicron Limited ("Edicron") and its associated company E. C. Distributors (Piccadilly), Limited from the sole beneficial shareholder Mrs. E. Cruik, in view of the size of Edicron in relation to the Company, the Directors applied for and were granted a suspension of the quotation of its Ordinary Shares. The quotation was restored in March, 1970.

During 1971 the entire share capital of Intercept Limited, which carried on business as general merchants, was acquired. The business of this company was then sold and its name changed to I.S. Realisations (1971) Limited.

On 23rd March, 1973, the Directors of the Company requested the Council of The Stock Exchange to suspend the listing of the Company's Ordinary Shares pending the announcement that the Company had agreed to purchase the entire issued capital of Darwen, a company of material size in relation to that of the Company; on 1st May, 1973, the Company entered into a conditional contract with the shareholders of Darwen to purchase the whole of its issued share capital. The contract was conditional upon its approval by the shareholders of the Company and this approval was given at an Extraordinary General Meeting held on 10th August, 1973.

The contract for the purchase of the share capital of Darwen provides, *inter alia*, for—

- The payment in cash of £250,000 on completion.
- The issue and allotment of shares as fully paid of a total of 270,000 Ordinary Shares of 10p each in the Company credited as fully paid and which will on issue rank *pari passu* with the Ordinary Shares of the Company. Of these shares, the issue of 135,000 shares is conditional on the pre-tax profit of Darwen in respect of its year ending 31st December, 1973, being not less than £80,000, and the issue of the other 135,000 shares is conditional on the pre-tax profit of Darwen in respect of its year ending 31st December, 1974, being not less than £90,000.
- The consideration being increased by a cash payment of £2 for every £1 by which the pre-tax profit exceeds £90,000 in each year, with this further additional consideration being limited to a maximum of £50,000. If the pre-tax profit in either of these years is less than £80,000, the number of Ordinary Shares to be issued will be reduced by 14 for every £3 by which the pre-tax profit falls short of £80,000.

## BUSINESS

The Company is an investment holding company carrying on business through its subsidiaries. The principal subsidiary, Edicron, is engaged in import, export and distribution of electronic components. Another subsidiary, Hunteleigh Securities Limited, carries on business in listed and other securities. The recently acquired subsidiary, Darwen, operates as an industrial storage and distribution contractor.

Edicron  
Over the past fifteen years Edicron has built up a substantial business in the import, export and distribution of electronic components. About 85 per cent. of current turnover in valves, semiconductor, picture tubes and passive components are sold to the television industry. Sales to other sectors of the electronics industry have been increasing, especially in the case of integrated circuits. Edicron's largest customer, a major U.K. television company, accounts for about 30 per cent. of turnover, the remaining 70 per cent. of turnover is spread amongst some 185 active accounts at home and abroad, none of whom currently account for 10 per cent. or more of that company's sales. Export sales, about equally divided between direct and indirect exports, account currently for about 50 per cent. of turnover; direct exports are currently divided between North America, Eastern Europe, the E.E.C. countries and other Western European countries in about equal proportions.

Some 70 per cent. of Edicron's products are imported, about two-thirds from Eastern European and one-third from Western European countries. No single U.K. or Western European supplier accounts for more than 10 per cent. of total purchases. Edicron has an exclusive import agreement with the Czechoslovak electronics industry, signed in 1969 for an initial period of five years and with automatic prolongation, terms of which have been agreed in principle. Purchases under this agreement currently account for some one-third of Edicron's imports.

Darwen  
Darwen was incorporated in England as a private company in April, 1937. On 24th December, 1968, Mr. Russell Maudsley and his associates acquired the entire issued share capital of Darwen, which was at that date primarily carrying on business as haulage contractors. The haulage business was transferred with effect from 1st February, 1969, to an associated company which has since ceased to trade and which has since been re-purchased as a dormant company by Darwen. Since that date Darwen has concentrated its activities as an industrial storage and distribution contractor.

Darwen operates from five warehouses in and around Blackburn, strategically situated to serve the needs of the growing concentration of industrial activity in central Lancashire. Storage space is let mainly on annual contracts and this, together with handling and local distribution, results in a steady and assured flow of business. Overhead cranes and other ancillary warehousing equipment enables Darwen to handle a wide range of goods, the main emphasis at present being on electronic components

and equipment, glassware, paper reels, packaging containers, chemicals and machinery. Amongst Darwen's customers are major international concerns with plants in Lancashire who entrust to Darwen the warehousing and stocking of incoming components and raw materials and who rely on Darwen to keep their production lines supplied against delivery schedules. In particular, Darwen deals with local plants of twelve independently operating subsidiaries and divisions of three large industrial groups in the electrical, paper and chemical industries who between them in 1972 accounted for some 98 per cent. of Darwen's turnover; relations with these customers continue to be excellent.

## MANAGEMENT AND EMPLOYEES

Mrs. E. Cruik, the Executive Director of the Group, is the founder of Edicron and as its managing director continues to look after the affairs of this company. Her wide experience of the electronics supply industry and her numerous contacts both at home and abroad, together with the efforts of Edicron's staff of technically qualified personnel, have contributed materially to the growth of the Company. Mrs. Cruik has entered into a full time service agreement with the company as managing director; particulars of this agreement are referred to below.

Mr. Russell Maudsley (aged 51) is the managing director of Darwen and is ably supported by a small and experienced team. Darwen has developed rapidly over the past four years and Mr. Maudsley has entered into a full time service agreement with Darwen for a period of five years; particulars of this agreement are referred to below (material contract (1) (iii)).

The non executive directors of the Company are Mr. G. Kreditor (aged 38) who is a Chartered Accountant; Dr. G. Ader (aged 50) who is a Management Consultant; and Mr. P. Tudball (aged 40) who is a shipbroker and a member of The Baltic Exchange. None of these directors has service agreements and their aggregate annual remuneration is £5,500.

The Group has a staff of 41 employees of which 18 are employed by Edicron and 23 by Darwen. Labour relations are good.

## PREMISES

The Company itself does not occupy any premises, but Edicron operates from accommodation of some 2,500 sq. ft. at Radan House, 1 Radan Place, Baywater, London, W.2, held on a lease expiring in September, 1980, at an annual rental of £2,025, subject to a review at any time after 29th September, 1973, on due notice being given as therein provided. Edicron also occupies additional substantial warehouse space on an *ad hoc* basis.

Details of the premises owned and occupied by Darwen are—

Location	Tenure	Current annual rent	Covered Area in square feet	Use
Krudd Brook Mill, Oswaldtwistle, Nr. Blackburn, Lancashire	Freehold	—	28,500	Warehouse and open storage land on a 2-acre site.
Lower Eccleshill Lane, Eccleshill, Darwen, Nr. Blackburn, Lancashire	Freehold	—	23,000 and further 19,000 under construction	Warehouse, open storage land and building site on a 5-acre site.
Land adjoining Lower Eccleshill Lane, Eccleshill, Darwen, Nr. Blackburn, Lancashire	Freehold	—	18,100	Warehouse and open storage land on a 1.13-acre site.
Godrey Works, Higher Barn Street, Blackburn, Lancashire	900 years from 6.10.1938 to 13.8.1920	£29.79	18,100	Warehouse and open storage land on a 1.13-acre site.
Dewhurst Street Mill, Blackburn, Lancashire	987 years (less 10 days) from 28.9.1890	£31.60	38,000	Warehouse and open storage land on a 0.94-acre site.
Newton Street Mill, Blackburn, Lancashire	999 years from 25.3.1912 to 97.1.1939 to 28.9.1939 to 24.6.1944	£61.68	105,000	Offices and warehouse on a 3.16-acre site.

## Notes:

- There are no rent reviews on the leaseholds.
- With the exception of part of the land adjoining Lower Eccleshill Lane, where a 19,000 sq. ft. warehouse is under construction, the Directors do not envisage further warehouse development in the near future as the land is currently profitably utilised for open storage.
- The Darwen premises were professionally valued by G. F. Singleton & Co., Industrial Surveyors at 1st June, 1973, on an open market basis between willing parties at £455,000, compared to a book value as at that date of £381,438.

## 2. Balance Sheets

	1968	1969	1970	1971	1972
<b>Fixed Assets</b>					
Furniture, equipment and motor vehicles	—	—	3,894	2,324	7,811
<b>Subsidiary not consolidated</b>					
Investments and Current Assets					
Unquoted investments	82,508	11,968	79,482	1,868	1,000
Securities held for resale	82,285	38,561	—	83,128	117,868
Amounts due on sales of investments	—	111,768	—	81,285	—
Cash and bank balances	108,144	33,283	180,738	82,248	125,844
Debtors	35,378	4,283	284,882	146,828	243,721
	318,328	187,461	676,961	511,182	678,741
<b>Less:</b>					
Current Liabilities					
Bank overdrafts	4,000	1,717	19,728	82,181	68,172
Créditors	38,700	30,261	190,747	79,151	167,849
Taxation	4,535	4,684	18,412	18,850	21,222
Proposed dividend	47,828	48,872	425,400	190,892	246,443
	95,063	95,434	554,287	371,034	453,736
<b>Minority interests in Subsidiary Companies</b>					
Net Tangible Assets	270,894	241,348	342,810	323,114	431,813
Goodwill arising on consolidation	—	—	272,583	351,860	361,860
	270,894	241,348	615,393	674,974	793,673
<b>Represented by:</b>					
Share Capital	100,000	100,000	163,750	163,750	163,750
Reserves	170,894	141,348	451,643	511,224	629,923
	270,894	241,348	615,393	674,974	793,673

## Accounting Principles

(a) **General Note**  
These accounts have been prepared in compliance with the provisions of the Companies Act 1948 and 1967 and take account of the statements of standard accounting practice issued by the Institute of Chartered Accountants in England and Wales.

(b) **Depreciation**  
Depreciation has been calculated on the reducing balances at the following rates:

Motor vehicles	20 per cent.
Plant and equipment	10 per cent.
Furniture, fixtures and fittings	5 per cent.

(c) **Amortisation**  
Amortisation is charged in equal annual instalments over the term of the lease.

(d) **Stock**  
Stock has been valued at the lower of cost and net realisable value.

(e) **Quoted and Unquoted Investments**  
These are included at cost.

(f) **Securities held for resale**  
These have been valued at the lower of middle market price and cost.

(g) **Turnover**  
Turnover represents net charges invoiced to customers or net proceeds on sales of securities.

**ACCOUNTANT'S REPORT ON DARWEN**  
The following is a copy of a Report received from Singleton, Fabian, Derbyshire & Co., on Darwen—

To: The Directors,  
Hunteleigh Investment Company Limited

Lee House,  
London Wall,  
London EC2Y 8AX.

24th August, 1973.

Gentlemen,  
Darwen Storage Company Limited ("Darwen") was incorporated on 27th April, 1937, and carried on business primarily as haulage contractors until 1st February, 1969, when the haulage business was sold. Since that date, Darwen has carried on business solely as storage contractors. R. Maudsley & Sons Limited and its subsidiaries ("The Maudsley Group"), were acquired by Darwen for cash on 30th April, 1972, and have not traded since that date.

We have examined the audited accounts of Darwen for the periods relevant to its business as storage contractors.

## ASSETS, PROFITS AND DIVIDENDS

**Assets**  
On the basis of the pro forma statement of net assets of the Group set out below, the net tangible assets are £507,000. The Group has available cash and listed investments totalling £382,000 from which should be deducted £280,000 representing the initial cash consideration for the acquisition of Darwen. The net tangible assets attributable to each Ordinary Share of 10p of the company is approximately 31p.

**Profits**  
Darwen has developed rapidly over the past four years, though in the eight months to December 1972, an increase in overheads, in particular bank interest, has marginally reduced the rate of profitability. Profits have, however, grown from some £17,000 in the year ended in 1970 to an annual rate of over £70,000 based on the eight months ended 31st December, 1972; the results of Darwen are an exceptionally strong performance. This has been largely achieved by means of a planned property acquisition programme whereby warehouse space has been increased from an initial area of 20,000 sq. ft. to 198,000 sq. ft. by way of a steady and continuous expansion to a current area of 212,000 sq. ft. A further 18,000 sq. ft. is presently under construction, at an approximate cost of £53,000, financed by bank facilities, and is due to be completed in September, 1973.

The vendors of Darwen have warranted that the pre-tax profits for each of the two years ended 31st December, 1973 and 1974 will not be less than £80,000.

The audited pre-tax profit of the Company for the year ended 31st December, 1972, was some £230,000.

By way of illustration only, and on the basis that Darwen was a wholly owned subsidiary of the Company at 31st December, 1972, the appropriation of profits on the basis of current taxation legislation would be as follows—

Consolidated profit of the Company	£
Annualised profit of Darwen	230,000
Less income deemed to be earned by £250,000 representing the cash consideration	800,000
	570,000
Profits before taxation	280,000
Corporation Tax at 50 per cent.	140,000
Profits after taxation	140,000
Dividends	
18.8 per cent. on £163,750 share capital	£27,500
Less Tax credit at 30 per cent.	8,250
	19,250
Retained profits	£120,750

Assuming an annual imputed gross dividend of 1.68p per share, the Ordinary Shares at the pre-suspension price of 62p yield 2.71 per cent. and the dividend is covered 7.3 times. On the assumption of profits before taxation of £280,000 the price earnings multiple on the "net" distribution basis that price is 7.25, and the earnings per share 8.5p.

**Dividends**  
Assuming the above stated profitability of the Group, the Directors would have recommended an imputed gross dividend totalling 40 per cent., the net payment of which would have absorbed £45.88. However, under current legislation the Directors have been restricted to an annual imputed gross dividend of 18.8 per cent. in respect of the year to 31st December, 1972.

## WORKING CAPITAL

The Directors of the Company are of the opinion that the Group has sufficient working capital for its foreseeable requirements.

## PROSPECTS

The Company's declared aim is the investment of resources in commercial or industrial activities relating to the Company's existing businesses with growth prospects and profit potential. The Company main subsidiary, Edicron, is achieving satisfactory levels of growth, serving the electronic and related industries through the importation and distribution of components.

Diversification into the allied field of storage through the acquisition of a profitable and growing concern such as Darwen offers entry into another expanding service industry which will complement and reinforce the Company's activities and resources. Darwen's facilities will assist distribution of Edicron goods throughout the United Kingdom and Edicron's substantial cash flow will assist Darwen in its warehouse acquisition programme.

The concept of contract storage promoted by Darwen is expected to increase in importance as land values continue to rise and manufacturers deploy their resources in productive investments rather than warehouse properties. The purchase of Darwen should afford opportunities for further expansion in industrial storage warehousing and distribution services; in the short term, the acquisition will improve the Company's tangible asset position and will make a significant contribution to the Company's earnings.

## 1. TRADING RESULTS

The results of Darwen for the 3 years and 6 months ended 31st December, 1972, arrived at on bases set out below in accordance with Accounting Standards approved by the accounting bodies and after making such adjustments as are considered appropriate, are as follows—

	Year ended 30th April, 1970	Year ended 30th April, 1971	Year ended 30th April, 1972	6 months ended 31st December, 1972
Turnover	34,085	81,336	108,294	116,844
Cost of sales	(18,881)	(23,132)	(34,203)	(37,858)
Profit before taxation	17,204	28,208	72,862	48,877
Taxation:				
Corporation tax	(2,086)	(10,347)	(14,380)	(14,380)
Deferred taxation	(2,126)	(937)	(11,822)	(4,049)
Profit after taxation	10,112	16,924	31,198	27,863
Extraordinary losses	—	—	(8,000)	3,886
Retained profits	£10,112	£16,924	£23,198	£31,871

**Cost of sales includes:**  
Depreciation and adjustments on disposals  
Bank interest and hire purchase charges  
Director's Remuneration

Notes:

- Turnover represents net charges invoiced to customers.
- No depreciation has been provided on land and buildings. Depreciation has been provided on plant, equipment and motor vehicles by equal annual instalments at rates appropriate to their expected useful lives ranging from 5 to 10 years. Surpluses and losses on disposals of plant, equipment and motor vehicles have been aggregated with the depreciation for the periods in which the disposals took place.
- Taxation has been provided at the rates applicable in each year.
- Extraordinary items comprise:  
Year ended 30th April, 1972: Non-recurrent service charge £15,000, less taxation relief thereon £6,000.  
8 months ended 31st December, 1972: Surplus on the disposal of land and buildings £4,295, less settlement of a legal claim £377.
- No dividends have been declared or paid in respect of periods covered by this report.

## 2. BALANCE SHEETS

The consolidated balance sheet of Darwen at 31st December, 1972, together with a summary of the balance sheet at each of the four previous accounting dates, based on the audited accounts and after making such adjustments as are considered appropriate, are as follows—

	Year April					31st December
	1968 £	1970 £	1971 £	1972 £	1973 £	
<b>FIXED ASSETS</b>						
Plant, equipment and motor vehicles at cost	3,894	9,872	15,500	47,328	65,468	
Less: Depreciation	2,359	303	1,897	5,281	8,598	
	1,535	8,569	13,603	42,047	56,870	
Freehold land and buildings: at valuation	—	—	107,000	128,000	128,000	
at cost	—	7,350	8,107	14,807	7,678	
Long leasehold land and buildings: at valuation	—	—	18,000	185,000	185,000	
at cost	—	7,766	—	—	20,661	
	1,535	25,375	146,796	361,674	378,241	
<b>CURRENT ASSETS</b>						
Debtors and prepayments	7,202	15,828	18,550	49,843	61,659	
Amount due by a director (since repaid)	447	1,888	95	2,230	7,791	
Cash and bank balances	7,648	17,285	15,845	52,182	55,480	
	15,297	35,001	34,490	104,255	124,930	
<b>CURRENT LIABILITIES</b>						
Creditors and accrued charges	2,390	18,374	6,812	35,417	22,214	
Hire purchase instalments	227	—	1,708	1,708	249	
Amounts due to directors	—	564	6,430	14,426	2,885	
Current taxation	882	6,048	15,897	13,711	18,214	
Bank overdraft (secured)	—	—	30,149	188,148	142,453	
	3,500	25,000	53,006	192,409	183,516	
<b>DEFERRED LIABILITIES</b>						
Corporation tax	—	—	—	1,819	1,819	
Deferred taxation	243	2,369	3,306	14,828	18,879	
	243	2,369	3,306	16,647	20,698	
<b>NET TANGIBLE ASSETS</b>	<u>£18,393</u>	<u>£15,405</u>	<u>£83,524</u>	<u>£200,806</u>	<u>£202,577</u>	
Representing:						
SHARE CAPITAL	1,000	1,000	1,000	1,000	1,000	
CAPITAL RESERVE	4,393	14,405	61,185	146,281	146,281	
RETAINED PROFIT	—	—	21,323	53,525	65,296	
	<u>£5,393</u>	<u>£15,405</u>	<u>£83,524</u>	<u>£200,806</u>	<u>£202,577</u>	











# The Executive's World

## Colour your accounts

BY JOSE MANSER, DESIGN CORRESPONDENT

IF A company wants a good reputation in the City, there is no substitute for good financial performance. Yet, surprisingly enough, a large number of companies, big and small, go to enormous lengths to present their performance in an attractive way in the annual report.

Why do they do it? The reasons vary, of course, but most would probably agree that the effort is an element in the whole operation of projecting a favourable image of the company to the public.

Few reports though, according to the samples I have been looking at, are well designed. By well-designed I do not mean pretty, unusual or glossy. I mean readable and easily understood by the least financially literate shareholders, as well as by sharp-witted accountants. I also mean documents which give some indication that the company concerned is both business-like and concerned for its shareholders. Many reports, unfortunately, are so badly designed they do exactly the reverse.

The editor of The Accountant magazine, which for 20 years has run a well-supported annual award scheme for company reports and accounts, says that design has improved during that time, though significantly his panel of judges includes neither a designer nor a representative of the small shareholder. Leaving aside the quality of content, the standard of presentation is still poor. Most companies have adopted the International A4 size and often covers are relatively agreeable and informative. Inside, there is a free-for-all.

The full scale PR sort of production often has dull, stale-looking pictures obviously produced by a company's public relations department. The layout is poor with pages of close-packed and tired type being followed by inexplicable blank spaces. Up to five or six types of fonts are used, and the text is often justified, which makes it look like a block of text.

One was the Reed Paper International annual report, an exceptionally produced exercise in public relations, giving specially photographed descriptions of Reed's various activities (these were informative, fresh and

amusing), as well as containing clear facts and figures. The designers were Pentagram. The other was the report of W. H. Smith and Sons, published in February before it launched its new corporate image, but prepared by the same designers, Guyatt/Jenkins. A less elaborate job, this contains a simple report and accounts, with distinctive, appropriate and witty explanatory diagrams based on drawings of pencils.

Both reports are laid out with the utmost clarity, only two types in two weights being used throughout. Spacing is apt, printer take care of himself. Ease of reading is paramount, and this device, combined with immaculate layout by first-rate designers, is a winner.

The real test of any such document is of course in the accounts section containing long columns of figures. Many companies manage to produce their reports, PR blurbs and even diagrams in a tolerably good style. Figures are not nearly so easy to present without expecting the reader to be equipped with a ruler, quick types in two weights being used throughout. Spacing is apt, printer take care of himself. Ease of reading is paramount, and this device, combined with immaculate layout by first-rate designers, is a winner.



Many reports would send the most strong-sighted shareholder cross-eyed.

sharpening the clarity even further, and only one extra colour is used in each case: green by Reed and an exceptionally clear and successful colour by Smith. Another design idea they share is full width horizontal ruling under each line of figures "to define a visual path across the page" as the Smith designer puts it. This is an idea condemned by some accountants who matter about the difficulty of extracting sets of figures, and even the difficulty from the printer's point of view of last minute alterations. Let the

EDITED BY JOHN TRAFFORD

Strategic Business Analysis, says Peter Quinn, can help companies to get

## A better balanced business

EXECUTIVES in large companies have something in common with unit trust managers. Both make investment decisions involving large sums of money.

But whereas the fund manager can strike a balance between low- and high-risk shares and choose between growth stocks and high yielders, businessmen are not always so lucky. Their freedom is often circumscribed by a traditional involvement with some sector of business which tends to cloud financial objectivity.

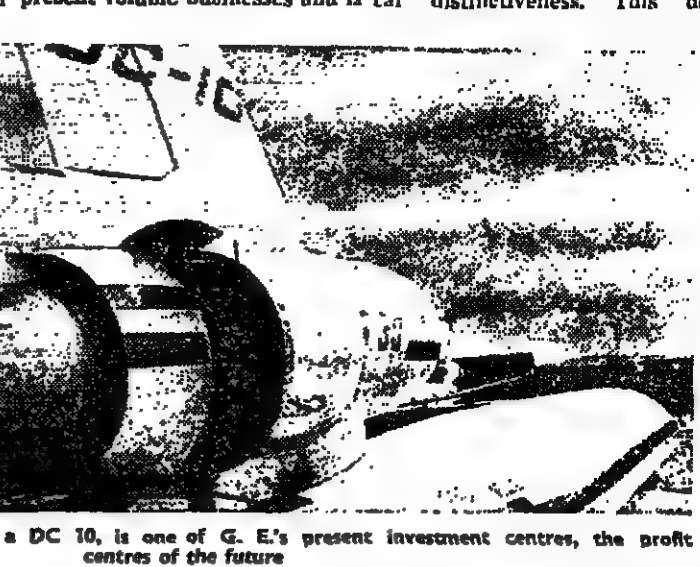
In an effort to improve objectivity in large businesses, a number of consultants, notably the Boston Consulting Group and McKinsey, have been putting forward the idea that businessmen need "portfolio analysis" to examine their company's operations. "Strategic Business Analysis," the name which I favour, separates a company's activities into three categories: cost centres, profit centres and investment centres.

One of the first companies to try it was the U.S. General Electric. It found that the computer business was certain to remain a cost centre (or loss-maker)—so it sold it to Honeywell. On the other hand, its consumer appliance divisions showed up as major profit centres, the source of funds for the investment centres like aero engines, medical electronics and nuclear power stations, the profit centres of the future.

One factor closely scrutinised in a Strategic Business Analysis is market share. It helps to decide whether a business is an investment centre or not. Experience shows that often only the two leading manufacturers make any real profits so, if it seems unlikely that your company will ever attain a strong market position, the best plan is to diversify and re-invest the funds in sectors in which you can eventually dominate.

Emphasis on market share is particularly needed in those businesses like computers where competition in such an easily

entered market. The entry of low labour cost countries will have further reduced profitability, which has happened already in transistor radios, cotton goods and electronic components. Another division, including domestic appliances and consumer durables represents the present volume businesses and is



Aero engines, like this one in a DC 10, is one of G.E.'s present investment centres, the profit centres of the future.

essential for a major manufacturer to use his manufacturing, marketing and distribution skills to retain a sizeable market share in order to benefit from the traditional economies of scale and the learning/experience curve.

Finally a third division, encompassing advanced electronics, represents the future growth businesses. It is in these areas where future fortunes are made or lost. The mature advanced economies will have to devote an increasing proportion of their resources to these R and D-intensive industries as the less developed countries encroach on their positions in the mature industries.

Some British companies are now beginning to appreciate the importance of Strategic Business

Analysis. Imperial Chemical ably act like a dispassionate banker or investment analyst but there is a danger in this. Already heads of powerful, semi-autonomous divisions grumble at this quasi-stock market attitude of the HQ—particularly when they feel their hard-earned profits are being used to prop up lame duck divisions or to subsidise speculative high technology ventures.

As the number of divisions in these plants increase further, a more fundamental problem of organisational control arises. Some thoughtful business leaders agree that you just cannot manage corporations with turnovers larger than the GNP of major countries. They are therefore taking the logical step to follow profit decentralisation and are floating off reasonably self-sufficient national or foreign subsidiaries—retaining an investment holding rather than absolute managerial control.

One of the reasons for the strength of the German chemical industry is that the IG Farben empire was split up after the war so that to-day Germany has three chemical giants—Bayer, BASF and Hoechst—each almost the size of ICI. Similarly in the U.S. the break-up of Standard Oil helped to produce four world league oil companies—Esso, Mobil, Amoco and Stancal. Arguably, a 11,000-ton detergent and toiletries company, separately managed from Unilever and with its own stock market quote, would be as good a long-term solution as yet another expensive exercise in organisation redesign.

Most parents inevitably have mixed feelings when children demand independence and the apron strings have to be cut. The plant corporations of the future will think that living off subsidiaries is an enlightened method of democratising and humanising unwieldy empires at home and abroad.

The author is a lecturer at Bradford University Management Centre.

### YOUR BUSINESS PROBLEMS

By Our Legal Staff

## Partial work abroad

I am expecting to work abroad for at least six months of the year for United Nations agencies. (a) At what point should I start paying tax on my U.K. earnings? (b) Could I use any of my U.K. earnings to buy a single premium annuity, varying according to how large they were? (c) Could I put any of my UN income into a U.K. tax-free pension fund?

(a) If you remain resident in the U.K. for tax purposes, as you certainly will if you are only abroad for a few months a year, then any salary paid in the U.K.

will be subject to PAYE and your full personal allowances will be given. If you were to become a non-resident, you would be allowed a proportion of your U.K. personal allowances, such proportion to be in the ratio of your U.K. income to your total ("world") income.

(b) We think you are referring to retirement annuity premiums and you can pay these and obtain tax relief if your U.K. earnings are non-pensionable. Relief against income-tax is given on 15 per cent of your non-pensionable U.K. earned income, or £125 per month, whichever is the less (Section 227 (1C) Income and Corporation Taxes Act 1970).

(c) The amount you can invest in a U.K. tax-free pension fund (which is then regarded as a deduction from your U.K. salary for U.K. tax purposes) is subject to the above limits.

sum received? Up to the present they have treated the annual payments received under S. 46 of the Housing (Financial Provisions) Act 1958 as taxable income.

So far as we have been able to ascertain, there does not appear to be any legislation which would result in the grant being taxed in any way as income. However, the grant would have the effect of reducing the capital cost for the purpose of any claim you might have for the "agricultural buildings allowances" that are given for tax purposes on certain agricultural buildings during the first ten years of their life (Capital Allowances Act 1968, sections 65 and 64). The grant would also reduce the effective cost of the house in the computation of the capital gain on its sale (Finance Act 1965, Schedule 6, paragraph 17).

**An agricultural holding**

Is there any way whereby I can increase the rent of an agricultural holding? If the tenant gains what compensation is he entitled to in connection with buildings he puts up?

You cannot increase the rent during the currency of the Counter-Inflation (Agricultural Rents) Order 1973. Nor can you increase the rent after the standard (freeze) ends without going to arbitration. The tenant has the right to compensation for improvements carried out by him and falling within the categories specified in the 3rd, 3rd and 4th Schedules to the Agricultural Holdings Act 1948. If there is doubt about whether an item falls within the requisite category you should consult a solicitor.

**Effecting a distress**

What do you suggest I do to collect chief rent from the occupant of premises who is constantly in arrears with his payments?

We think that probably your best remedy would be to effect a distress—which can be done after the rent is 21 days in arrears. This would be done via a certificated bailiff, and the costs of effecting the distress would be recovered as part of such distress. We think that this method of procedure would be so unpleasant for the person liable to pay that he would, for the future, find it convenient to pay promptly.

No legal responsibility can be accepted by the Financial Times for the answers given in these columns. All inquiries will be answered by post as soon as possible. No charge is made for this service except in relation to investment matters.

## THE ART OF SELF-DIAGNOSIS

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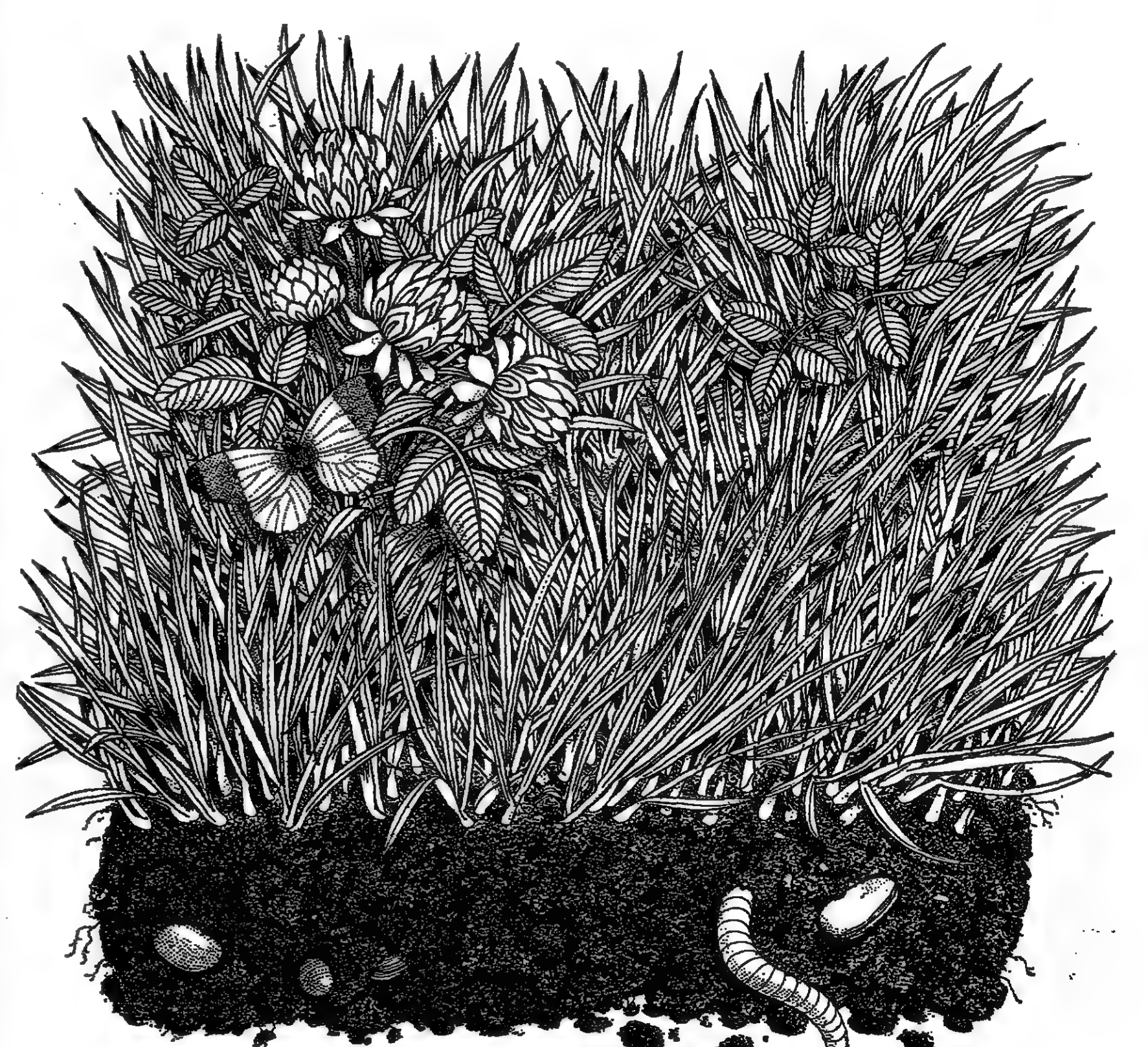
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# European computer marriage awaits a fourth partner

BY JAMES ENSOR

WE HOLD ALL our divided between some fourteen management centres in France, Germany, the Netherlands, Sweden, Britain and Belgium. This should be able to fit in very easily. This remark made by Herr F. Ohmann, the manager of Siemens Data Processing after its merger with the Division, expresses the optimism and sense of progress towards European unity that at the moment pervades the senior management of Unidata.

Unidata, which is just over a month old, is the joint organisation established by Philips of Holland, Siemens of Germany and CII of France to merge all their computer interests into one company which one day, they hope, will rival IBM in the European market. Herr Ohmann and the general manager of data processing from the Dutch and French companies for the three-man Board of Management which will run Unidata. The company itself is registered in Amsterdam and will hold shares in the joint marketing companies, one for each country in Europe, which are being established.

Unidata itself will be managed through three management companies, set up in Apeldoorn, Munich and Paris, which correspond to the existing management centres of the three companies.

The three management companies, which will each be equally owned and will be under the control of the same three men as Unidata itself, will establish a unified marketing and sales operation throughout Europe. This Unidata sales organisation, in turn, will co-ordinate and control three supply centres in the Netherlands, France and Germany. The supply centres, though operating within the framework of the three parent companies, will be controlled by the Unidata Board, which will determine the manufacturing, research and development policy of each unit.

## Future partners

The joint company, Unidata, has been established in a form that is a future partner — of which ICL is by far the most attractive and marriageable — could join at any time. As Ohmann admits, the attitude on the Continent is that sooner or later ICL will have to swallow its pride in independence and join Unidata. "There is a strong feeling," he suggests, "that in the long run Europe will only be able to support a single computer company." This view is clearly shared by the computer experts at the Brussels Commission and by at least some members of the British Government, which has been prodding ICL consistently towards European links.

Unidata, as it exists today, is roughly the same size as ICL, with a total staff of 35,000.

offer compatibility with IBM. We believe that it is nonsense to expect a user to reinvest in training and programming when ever he changes his computer supplier.

Mr. Geoffrey Cross, the managing director of ICL, whose own career has been largely spent with Univac, a company that has been very successful in selling non-compatible computers, is equally emphatic that in ICL's case it would be a mistake to follow the IBM line. ICL has a very strong base of small customers in Britain, who have invested time and money in the 1900 programme philosophy, and

shareholders. CGE, Thomson-CSF and Schneider. With investment of magnitude, it is scarcely surprising that all three Unidata partners should have been losing money on their computer operations. IBM generally vests about 10 per cent. of turnover in research and development, which provides with a generous £200m. but sufficient to develop alternative approaches to computer hardware and software problems simultaneously. Unidata will have to scale expenditures down to 10 per cent. of turnover, which in case means about £35m.

This sum looks puny by comparison with IBM, but actually rather more than second rank American computer companies. Burroughs, NCR or Control Data, have been spending. Both Burroughs and Control Data have managed to remain technically ahead of IBM over quite a large area, but neither has tried to match the full scale of IBM's programme in the way that both Unidata and Philips.

ICL hopes to be self-sufficient and free of government — except in orders by Unidata, with the greater financial resources of its parent companies, could doubtless port itself to-day, but is likely to continue to draw European government funds as long as they are provided.

## Photocopied minutes

IBM's attitude to computer regroupment in Europe emerged most clearly in clandestinely photocopied minutes of its top executives' meetings, which have been brought to light by Anti-Trust proceedings. The question of "nationalism" in Europe as one of key threats to its future prosperity and even considered moving its World Trade headquarters to Switzerland as a means of overcoming it.

But in the longer run, appears to regard the Japanese industry as a greater challenge than the European. If the European industry is ever to be unified in a single company, that surely would be a most potent challenge to IBM. Meanwhile, European governments will watch with interest how the three met in Apeldoorn, Munich and Paris to work together further amounts from its major European partners.

## Security still the issue

WHEN Mr. Edward Heath was last in Northern Ireland nine months ago the emphasis was almost entirely on security matters and not much on politics. The protests of the Protestant community, the para-paramilitary forces, the emphasis on security is still the issue.

Both complaints are real. The IRA continues its campaign, and this makes the SDLP members of the Assembly highly suspect to many Protestant members. Sectarian murders continue, in which the victims are more often Catholics, and there have recently been several car-bombs apparently aimed at Catholic targets, set without warning, and presumed to be the work of Protestants.

**Policing**  
At the same time, many parts of the Province have no normal policing. The Government has stressed more than once that it does not contemplate any reorganisation of the Royal Ulster Constabulary — as the SDLP demands — but intends rather to build it up. This is no doubt sensible, since any further demoralisation of the force could do only harm, but the time will come, if it has not already come, when the fact must be faced that parts of Belfast and Derry have little experience of normal RUC patrols, and that the RUC is still unacceptable in these parts.

Mr. Heath is unlikely to receive, or provide, answers to these problems. With as much credibility as they can muster, his staff refer to his trip as a fact-finding mission and discount talk of new initiatives. The occasion for his visit was the funeral yesterday of Lord Brookeborough, who was Northern Ireland's Prime Minister at a time when policy was based on the proposition that all Catholics were basically Republicans and should therefore be excluded from participation and responsibility. At least such matters are not as they were.

**Arguments**  
Up to a point, this is progress. One of Mr. Heath's wishes on this trip is to find out what can be done to accelerate the return to political life in Northern Ireland, specifically in try to get an Executive formed in the newly elected Assembly, and to get the Assembly to work. It is not once, a month ago, to elect a Presiding Officer and a committee on standing orders, but so far that is all. Procedural disputes are beginning to threaten the very functioning of what is, after all, the core of the Government's plan for the future of the Province. Already political momentum has slowed to a crawl. The committee is at present arguing about how the members of the Assembly shall be seated. No detectable progress has been made towards forming the Executive, and the major parties' traditional objections remain.

For instance, the Unionists say that no Executive can work while terrorism persists; the (Catholic) Social Democrats

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## MEN AND MATTERS

### Backing the British holiday

The departure of Erna Low from the company that bears her name looks like a classic case of a clash between the entrepreneur and the professional manager. Miss Low started organising holidays more than 30 years ago, and built the company in the days when publicity fair and imagination were more important in the business than the slide rule.

Simon Green, who became joint managing director after she sold out to Travellers Guaranty (Holdings) last year, comes from a consultancy background at Orr and Boss and Arthur D. Little.

It has been apparent for some time that the combination was not working, although Miss Low will not comment on the precise nature of the disagreements which have broken out in the Boardroom. She is, however, a committed supporter of the tailor-made holidays; this is the area in which she has specialised (at a recent conference she criticised "stereotyped, streamlined, sun-sand-and-sea" packages) and it is now the area to which she is returning.

This is at Enjoy Britain, a company which she split off from Erna Low Travel Services, at the time of the sale. Enjoy Britain is, in effect, the original root of the group. All the early holidays which Miss Low organised were in this country, inevitably, since she started the business as a part-time occupation during the war, when she worked for the BBC. "When I sold out I saw Enjoy Britain as an escape hatch," she says.

Her problem in developing Enjoy Britain will be the agreement with Erna Low Travel

Services to stay out of competitive business for two years. Not that she is worried about that at the moment. She believes that the two areas which she can tackle, holidays for Britons in Britain, and holidays for foreigners over here, are due for growth following devaluation. Business at Enjoy Britain, she says, is 17 per cent. up this year. "I think that if I had had to take this step at any time, I would have done so now. Call me lucky."

So the banks are now casting about among the domestic community for staff, with the result that civil servants, and even local teachers have been attracted into banking in the last few weeks. Other employers, not surprisingly, are anxious about the situation, because they find it difficult to compete with the banks' fringe benefits. But I suppose it could have given school teaching recruitment a boost.

**Handle with care**  
The happiest bomb scare story I heard yesterday concerns the House of Commons. A few days ago an official there discovered a suspicious packet lying around, but rather than call the police he heaved it quickly into the Thames. The packet floated, so he had second thoughts and hauled it back. Inside, appropriately enough, was a pair of kid gloves.

**Animal, vegetable, or mineral?**  
People who dump objects like the above into newspaper offices at the height of a bomb scare do not deserve to have stories written about themselves. Still, there is an interesting tale behind this one. As you might have guessed, it is a marrow, to be more exact a very special part as a result of the ex-kind of marrow which goes under the curious name of vegetable spaghetti.

The story begins with a trip made by Roger Whipp, a 67-year-old stockbroker at Sandel, to Jersey, for example, specialist, one of the first City only a top manager is now men to spot the climbing allied to buy a house himself (which must be "realistically Oldham Estates, but perhaps priced" at over £300,000), while better noted for his quirky other imported staff have to live interventions at property owned by the bank; often he has been shouted down by authority operates a licensing system for non-islanders.

**Jersey brain drain**  
The merchant banking boom in the Channel Islands seems to be hitting a staffing problem, to be more exact a very special part as a result of the ex-kind of marrow which goes under the curious name of vegetable spaghetti.

Both Jersey and Guernsey impose such tight housing restrictions on newcomers, that it year-old stockbroker at Sandel is becoming difficult for the son's to California two years ago. Whipp is a property land. In Jersey, for example, specialist, one of the first City only a top manager is now men to spot the climbing allied to buy a house himself (which must be "realistically Oldham Estates, but perhaps priced" at over £300,000), while better noted for his quirky other imported staff have to live interventions at property owned by the bank; often he has been shouted down by authority operates a licensing system for non-islanders.

**That sinking feeling**  
Far be it from me to criticise colleagues, but stand up the man who wrote in our columns last Friday "Home Banks continue to drift lower on lack of interest."

**Observer**



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# Still building bridges to France

Ray Dafter examines the chances of another last-minute rival to the Chunnel—a Channel suspension bridge

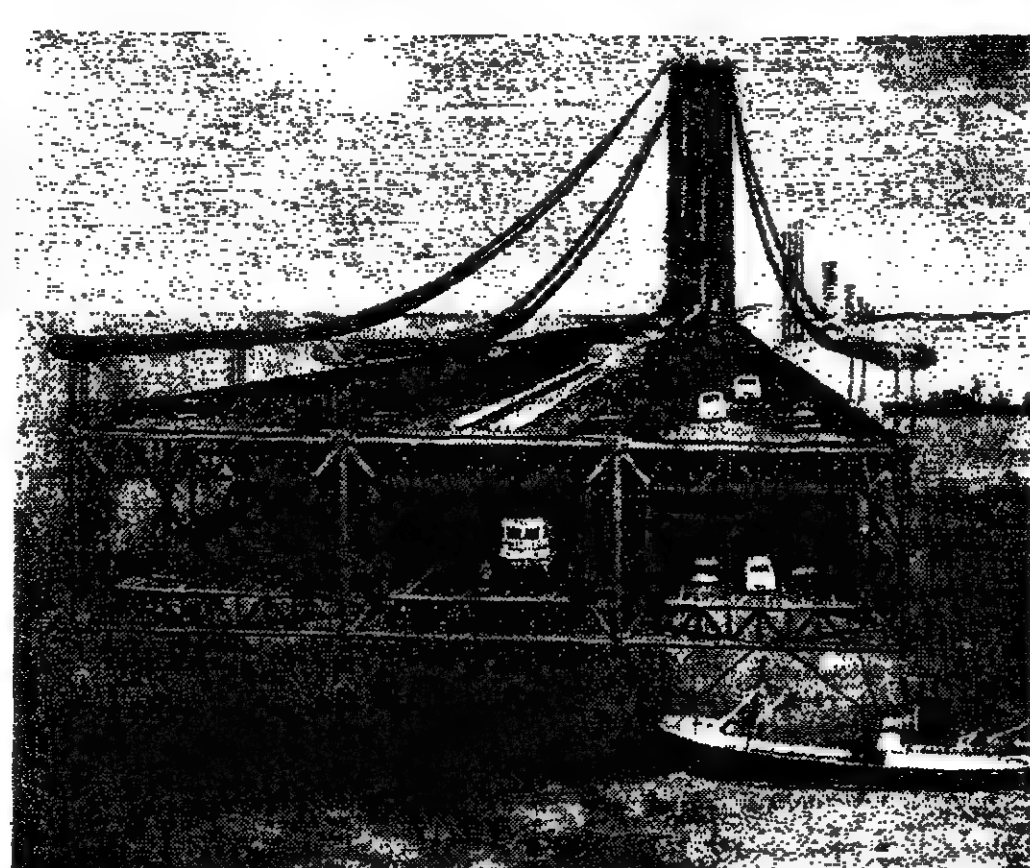
AT A TIME when controversy is raging over Britain's three major investment projects—Jontor, Maplin and the Channel tunnel—it may seem churlish to add yet more possibilities. Nevertheless, within the next few weeks MPs are expected to vote on the future of the Channel tunnel. The tunnel will be presented with booklets outlining an alternative: a £2,000m suspension bridge.

The proponents, calling themselves the Channel Bridge Group, are aware they have left their bid late. The tunnel which has been "on and off" for the past 170 years is nearer to realisation now than it has ever been. Within the next fortnight the British and French Governments and the two private groups of companies on each side of the Channel are expected to tie up the loose ends over the financing arrangements. A White Paper is likely to be published by mid-September leaving the public and Parliament just two months to thrash out the pros and cons in time for a decision date on November 15.

## Cold water

The idea of a bridge across the English Channel is however not new. Along with a road tunnel—with its inherent ventilation problems—a bridge, or a combination of bridge and tunnel, has long been regarded as the main fixed-link alternative to the Chunnel. Indeed a bridge was talked about in 1857; much more recently an industrial and civil engineering developer, L. Edgar Dettwiler, has been telling the Prime Minister and other Ministers of his international group's idea for a Common Market "Channel Bridge, Industrial City and port complex". There have been many other schemes.

Up to now the Government has poured cold water on any fixed link other than a rail tunnel. The 1963 tunnel White Paper found the bridge idea the least satisfactory. The cost of the project could not be justified by a sufficiently large forecastable increase in traffic;



A cross-section of the proposed bridge, showing roadways, railway and pipelines

and Boulogne, would make great use of tubular steel structures. Nevertheless, the BSC maintains that Mr. Taylor is acting in a personal capacity. When the concept was discussed, with Mr. Taylor's participation, at a one-day conference at Surrey University in April, the Corporation was quick to disown the project. After all, Lord Melchett was known to be a tunnel supporter. Since his death, however, BSC appears to have become less decisive. "The Corporation would hope to gain a major supplier from either proposal. We do not want to be involved in any controversy," it now says.

The whole question of a fixed link arises out of the tremendous growth in cross-Channel traffic, both of tourists and freight. At a cost of around £350m—including provision for

heavily on holiday traffic for the bulk of its revenue. In 1980 some nine years after the projected opening date—it is expected that passengers will be supplying £130.6m of revenue through tolls as against £25.2m in freight income. With almost half of this freight income coming from roll-on/roll-off lorries, tunnel consultants are obviously not expecting any great switch of "juggernaut" traffic from the roads of Kent to rail.

Nevertheless, a rail tunnel is likely to cause fewer local road traffic problems than a road-carrying bridge. The structure proposed by the Channel Bridge Group is one of the more ambitious schemes of its type put forward. Some 25 miles long and 250 feet above the sea, it would consist of four three-lane carriageways, two railway lines and—as a sort of bonus—a section for pipes and cables. Its capacity, therefore, would be some 10,000 vehicles an hour in each direction, quite apart from the trains. The backers maintain that it is the only solution which would not require duplication during the next 100 years. It would also be more attractive for lorries, they say.

## Receipts

It is certainly true that the vehicle capacity is far greater than that of the tunnel. But will it be needed? Last week the British Association for the Advancement of Science was being warned about the possible "extinction" of cars and aircraft in 60 to 80 years because of the energy problem. Only time will test this prediction; what seems feasible, however, is that there are likely to be some radical changes in transport which could affect the long-term operation of both the channel and bridge systems. It is interesting to note that the companies' interest in the tunnel will last for only 50 years. After that all profits go to the Governments.

The tunnel, although more limited, has the advantage of being fully studied and costed. It is envisaged that the railways will provide three types of service for freight: special container trains for bulk goods, freight trains for mixed freight, and ferry wagons for the growing volume of roll-on/roll-off traffic. Once again, British Rail is hoping that the tunnel will boost its traffic from all parts of the U.K. Plans for services linking, for example, Glasgow and Madrid, have already been drawn up. Following consultants' studies British Rail expects that about 60 per cent of the tunnel's freight traffic in 1980 will consist of through (city centre to city centre) rail movements, rising to 65 per cent, in 1990. The tunnel will still rely

The scheme may be getting more expensive as time goes by, but according to its backers, so is the expected profit margin. Leading figures in the fight for the tunnel have even been talking about being "embarrassed" at the prospects.

On a low traffic growth assumption, the internal rate of return in real terms over 50 years is put at 14 per cent, with a return of 17 per cent on a higher growth rate. It is estimated, for example, that net receipts could be between £28m and £42m, in the first year of operation, and between £163m and £244m, by 1980.

These profits would be shared between the backing companies, which have the task of raising the capital in the form of equity (at least 10 per cent.) and Government-guaranteed bonds or loans, and the two Governments concerned. Just how the profits will be apportioned is being thrashed out at the moment. All parties seem fairly optimistic that agreement will be reached within the next fortnight.

In its "Green Paper," European Ferries is, not surprisingly, less optimistic about the tunnel's financial chances. It reckons the tunnel will lose more than £200m during the period 1980 to 1990 on "low level" assumptions, or a profit of £73m, — an annual profit rate of 1.46 per cent. — on "high level" calculations.

Again a report prepared by the Aften Associates for the Channel Tunnel Opposition Association challenges the optimistic traffic levels put forward by the tunnel sponsors. "It seems unlikely that either the ferry companies or the airlines would be so negligent of their market positions as to allow any newcomer to seize a market share in excess of 75 per cent, so quickly," says Aften.

But time is running out. As yet the bridge-backers have not even got the support of those pressure groups which, on the face of it, might have been their greatest allies. The AA, for instance, has hardened its opinion in favour of a tunnel, towards each other.

provided it is served by adequate roads. The RAC still has an open mind, but is certainly not anti-tunnel. The Road Haulage Association, representing 18,000 members with 180,000 vehicles, is anti-tunnel. It would prefer a bridge but regards it as "more or less a non-starter."

As the Government is committed in principle to the idea of a tunnel it is a fair bet that barring more financing wrangles it will recommend next month the start of initial construction work. Having run into heavy weather over its Maplin proposals, it is likely to be even more determined to authorise at least a tentative start on its other pet project, The tunnel. The tunnel, not only will fulfil an essential transport need; it would also entrench Britain's greater ties with Europe.

## Guarantees

Irrespective of transport considerations, the tunnel has two advantages over the Maplin project which could have a bearing on Parliament's decision. Firstly, no State money is needed for its construction; the Government's guarantee would only be taken up if things went wrong and the project was abandoned or if it lost money instead of making the expected profits. Secondly, no final commitment to the project is being called for at this stage. A break-off point has been built into the programme, taking effect at the end of initial construction work and the sinking of trial bores. When this point is reached, probably some time in 1975, only about £25m, to £30m, will have been spent.

The Channel Bridge Group has already intimated that if it falls in the next couple of months to gain recognition for its alternative then it will step up pressure to have the whole issue of a fixed link raised again in 1975. Clearly the controversy is going to continue even if, after 170 years, the British and French Governments decide to go ahead and burrow towards each other.

## Labour News

### Pay Board questions Wage Council rates

BY JOHN WYLES, LABOUR STAFF

THE PAY BOARD is asking for changes in proposed pay deals for more than 600,000 workers whose minimum rates are fixed by Wage Councils. Meanwhile, a claim has been lodged for substantial pay increases and longer holidays for about 850,000 workers covered by four retail trades wages councils. Two of the largest groups of workers whose pay proposals are in trouble with the Pay Board are employed in licensed establishments. In both cases, the level of increases for women has been queried during pay vetting and the two Wage Councils concerned have been asked to revise their proposals to bring them into line with the Government's Pay Code.

The proposals affected have been made by the Licensed Residential Establishments and Licensed Restaurants and Catering Wages Council which covers 300,000 workers, and the Licensed Non-Residential Establishments Wages Council, covering 270,000 workers.

The Pay Board's rulings have angered union leaders who claim that they stretch out the already lengthy process by which Wage Councils fix new pay rates. The two Councils will have to meet to revise their proposals which will then go to the Pay Board and afterwards to the industry concerned for consideration. Finally, the new rates will be implemented by Order of the Secretary for Employment.

The unions claim it could be better to have a bare bones system where the new rates are paid their new rates.

Other proposals in difficulties with the Pay Board include those made by the Industrial Staff and Canteen Wages Council which covers 154,000 workers. The Board has ruled that a £1.89 a week increase would be above the Phase Two limit and has asked for new proposals for £1 plus 4 per cent. increases based

## Monopolies decision soon on A & N bid

BY NICHOLAS OWEN

THE Department of Trade and Industry is expected to decide before the week-end whether or not to refer the planned Army and Navy Stores takeover to the Monopolies Commission.

The stock market has become convinced that a reference is likely, and such a step would almost certainly kill the £41m bid for Army and Navy Stores, first announced on July 17.

At yesterday's market prices, Fraser's cash and share terms are worth £78m, but A & N shares were quoted at £10p, a fall of 5p on the day. The gap is not all tied up with fears about the Monopolies Commission, for if the offer is allowed to go through, Fraser shares could drop back and reduce the bid's value.

If the Commission is asked to look at the deal, it would represent further hardening of the Government line on mergers. There is little or no basis for actual "monopoly" considerations, but the DTI has made it clear that factors such as the chances for increased efficiency and the extent of overlapping interests can now form the basis for a Monopolies inquiry.

Mr. William Semple, chairman of A & N, has made little secret of his disappointment at the takeover even though he recommends shareholders to accept. An important role has been played by Mr. Gabriel Harrison's Amalgamated Investment and Property, which has built up a 28.6 per cent stake in Army and Navy. According to Mr. Semple, affecting the company's trading activities.

If Fraser does acquire the A & N business, it is intended that Amalgamated and International Caledonian Assets, a company part-owned by Fraser, would buy A & N's prime London properties and continue their redevelopment.

The Commission is currently investigating one other potentially controversial takeover situation—the British Match bid for Wilkinson Sword. The two companies have decided not to drop the proposal but argue its merits before the Commission. Also being examined is Westons, but the DTI has made it clear that factors such as the chances for increased efficiency and the extent of overlapping interests can now form the basis for a Monopolies inquiry.

## Another jobber to deal in Continental shares

A SECOND London jobbing firm is to make a market in leading Continental shares. From next Monday, Pinchin, Denny will be ready to deal in 38 French securities.

This comes four months after London's biggest jobber, Wedd Durlacher Moudant, began dealing in 19 German stocks, and expands its coverage to other European countries, although the

firm stressed yesterday it considered the French market by far the most promising.

The initial list includes most of France's best-known companies, including Financière de Paris et des Pays-Bas among French firms

banks: Ciments Lafarge in the building sector; Saint Gobain in chemicals; Moët-Hennessy and Pernod among drink stocks; and Carrefour in stores.

Prices will usually be in French francs



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## Hawker works occupied in pay protest

EIGHTY WORKERS at Hawker Siddeley's Empire Works at Farnborough, near Manchester, have occupied the factory in protest at delays in settling a pay claim.

Clerical staff and security guards are being allowed in, but the management found the doors locked.

A company spokesman said that after consultations with the Pay Board, the men had been offered increases of £1.53 a week in reply to their claim for £2.40 a week more.

## Thorn campaign for sales in Germany

BY ARTHUR SANDLES

AFTER TWO years of groundwork, Thorn is mounting a major effort next week to launch its television and hi-fi products in Germany.

Around £50,000 is being spent on a Thorn Ferguson stand at the prestigious Berlin Radio and Television exhibition. It will be Thorn's most elaborate overseas TV effort yet and the biggest British display at the show.

The only problem is that the launch has coincided with a sudden late summer upswing in British demand. U.K. factories may once more be faced with considerable pressures in trying to keep up with domestic sales of colour TV sets—so a successful launch in Germany might be embarrassing.

Soft-peddling  
Much of what is going on show is considered too "sophisticated" for the British consumer.

Thorn has been looking at the European market for some time, but the effective devaluation of sterling has dramatically changed the marketing situation, substantially reducing manufacturing costs in the U.K. compared with Germany.

Now soft-peddling earlier ideas of a substantial rental push into Germany, Thorn Consumer Electronics is going for straight sales. Continental buyers at Berlin will see sets which are not common in Britain.

While the British market remains cost-conscious favouring simple sets, the Germans will be offered more expensive facilities.

## Pressure on banks over 'lost' pay rises

BY NOEL HOWELL, LABOUR REPORTER

HEARING BANK employers in England and Wales face new pressure from the National Union of Bank Employees in the union's campaign to re-coup pay increases lost during the Government's Phase One pay freeze earlier this year.

Mr. Leif Mills, the NUBE general secretary, has written to the Federation of Bank employers urging the clearing banks to pay their 165,000 staff the money lost during the freeze which delayed the payment of 7 per cent. increases from January.

The NUBE move follows legal advice taken by the union and is a success last month of a London Co-op shop worker in a union court action to re-coup a £1 a week increase for five weeks in Phase One before the issuing of an official freeze order.

More Labour News, Page 18



# COMPANY NEWS + COMMENT

## Royal Worcester first half expansion

FOLLOWING the indication of further growth, Royal Worcester reports first half 1973 profits up from £509,000 to £781,000.

And chairman Mr. A. F. Street forecasts a "material improvement" for the year over the £1.33m. achieved in 1972.

The interim dividend is lifted from 1.25p to 1.43p—declared as 1p net. Total for 1972 was 4.75p gross.

First half 1973  
1972 1973  
Sales 3,000 3,000  
Profit before tax 781 509  
Minority interests 1 1  
Taxation 372 304  
Net attributable 409 205  
Interim dividend 14 14

Net proceeds of the sale of the Curzon Street premises were £2.65m. and have been temporarily placed on deposit with bankers.

See Lex

## British Car turns in £0.84m.

THE British Car Auction Group has fallen short of its minimum £550,000 target and reports a group profit, before tax, of £841,300 for the year to May 31, 1973, compared with £583,500 previously.

Earnings per 10p Ordinary share are shown to have improved from 8.17p to 10.36p. A final dividend of 1.505p is recommended, equal to 2.15p gross, making 3.15p (3p). Without the present restrictions a higher dividend would have been recommended, the directors state.

The directors state that the advent of VAT combined with the shortfall in new car production, resulted in a considerable reduction in vehicles available during April and May when auction sales are normally at their peak. In turn, the earnings for these two months fell below budget.

Chairman Mr. David Wickins, Meeting, Farnham, October 19, noon.

The first 10 weeks of the current year have been satisfactory. The supply of new cars continues to be unreliable and this in turn has affected the numbers of used cars coming on the market. The situation is improving but in the meantime the auctions are operating at slightly lower levels.

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than in the corresponding period last year, the directors point out.

### comment

The trouble with British Car Auction's 28 per cent. increase in pre-tax profits is that this result just misses the £550,000 forecast and falls well below expectations of around £1m. which were raised at the half-way mark. Now the question is whether the group really is getting over the shortfall in the supply of new cars which reduced sales by a quarter in the last two months of the year (800 cars tend to be bought in the last two months of the year) or whether the situation is back to normal now but at 128p (down 7p yesterday) the share price is taking few chances 1973, compared with £583,500 previously.

## Favourable outlook for Orme

CURRENT YEAR prospects of Orme Developments remain favourable, with all companies continuing to trade and expand successfully in established markets with excellent building society connections, says the chairman, Mr. A. G. P. Whitfield.

The policy is to expand by the acquisition of companies for cash and to continue the selective purchase of further land, the chairman adds.

As reported on August 3, group pre-tax profit for the year to April 30, 1973 was £2,922m. (£1,377m.) and the dividend 30 (23) per cent.

The group completed 1,357 properties in the year and a further increase is envisaged. At present the land bank extends to 3,000 residential building plots and 1,000 acres of white land, which put the group in a very strong position to achieve further growth. Mr. Whitfield does not think the land hoarding legislation is likely to affect the group's

## Record £0.6m. by Hallite

THE INCREASED profit forecast by Hallite Holdings for the year to April 28, 1973 turns out to be from £412,902 to a record £599,000, before tax, after £300,393 (£206,053) for 28 weeks. Turnover for the year was also a peak £2,530m. (£2,160m.).

A final dividend of 8.79 per cent. net, equal to 9.7 per cent. gross, lifts the total from 14 to 14.7 per cent.

As to the current year the chairman, Mr. J. N. Hall, says the value of outstanding orders should ensure an increased turnover, but profits could be lower reflecting costs of a new factory and other cost increases which may not be recoverable.

However he is optimistic about the group's future in sales and profits.

1972-73 1973-74  
Sales turnover 2,530,700 2,160,700  
Trading profit 362,501 372,100  
Interest received 36,428 26,197  
Profit before tax 398,929 424,297  
Taxation 34,528 174,446  
Net profit 364,401 249,851  
Dividends 126,875 187,200  
Forward 187,526 61,651

Turnover was derived as follows: U.K. £2,112,315 (£1,829,103); rest of Western Europe £217,538 (£179,809); Australasia and Far East £123,870 (£79,998); elsewhere £79,977 (£71,800).

A scheme of arrangement is proposed which will clarify and improve internal administration by separating manufacturing and selling activities under Hall and Hall and the activities of the holding company under Hallite Holdings. The existing company manufactures specialised hydraulic sealing devices made of synthetic rubber.

Meetings, Winchester House, B.C. Sept. 25 at 12.15 p.m.

### comment

After a good year—profits up 45 per cent. before tax—Hallite has had to spoil matters by talking in terms of possible dullness this year with its new Scottish plant coming on operation. Short-term, that is not going to make a net p/e of 10.3 look inspiring. Longer-term, the group is clearly in an expansionary mood, the

latest balance sheet is solid—cash assets worth £3.5m. and some sizeable freehold sitting on eight-year-old values—and at 140p the yield is 5.3 per cent.

## Biton sees minimum of £2.5m.

PROFIT BEFORE tax of Percy Biton, the property development, investment and civil engineering group, improved from £582,000 to £1,253,000 in the six months to June 30, 1973 and the directors expect no less than this in the second half. The 1972 pre-tax total was £1,943,000.

Demand for industrial factory and warehousing accommodation continues at a high level, reports chairman Mr. Percy Biton. An interim dividend for the year will be announced on October 29. For the previous year, on an annual basis, total dividend was 13 per cent. gross.

1972-73 1973-74  
Sales turnover 1,943,000 1,253,000  
Trading profit 582,000 1,253,000  
Interest received 36,428 26,197  
Profit before tax 398,929 424,297  
Taxation 34,528 174,446  
Net profit 364,401 249,851  
Dividends 126,875 187,200  
Forward 187,526 61,651

The figures shown for the half-year to June 30, 1973, are unaudited and the directors expect no less than this in the second half. The 1972 pre-tax total was £1,943,000.

Due to the nature of the group's activities, a six-month period should not be regarded as necessarily indicative of the annual results.

First half net profit was divided approximately 58 per cent. from property investment; 38 per cent. industrial and residential development and the balance of 4 per cent. on contracting and other activities.

See Lex

## Fairclough midway progress

AN ADVANCE of £832,000 to £1,622m. in profits for the first half of 1973 is reported by Leonard Fairclough, civil engineering and building contractors. Turnover rose from £25,511m. to £25,371m.

Orders received so far amount to £22m. and the directors anticipate a number of important contracts being formally awarded in the near future. They do not expect the general economic situation and the cut-back in public-sector spending to affect adversely the group during this year or the next.

"Useful contributions" to profit have come from all U.K. subsidiaries and divisions and liquid resources are even stronger "than at the year-end". The interim dividend is raised from 3.12p to 3.28p, declared as 2.3p net, from stated half-year earnings of 14p (9.5p). Total dividend for 1972 was 7.23p from a profit of £2.4m.

1972-73 1973-74  
Sales turnover 25,511 25,371  
Trading profit 1,622 1,622  
Interest received 36,428 26,197  
Profit before tax 398,929 424,297  
Taxation 34,528 174,446  
Net profit 364,401 249,851  
Dividends 126,875 187,200  
Forward 187,526 61,651

Statement, page 7

See Lex

## London & Lennox compromise

After discussion with the Investment Protection Committee of the British Insurance Association, London and Lennox Investment Trust proposes that annual scrip issues to "B" holders should be based on net dividends from now on.

But "B" holders should be compensated with a special bonus equal to 1 per cent. of the number of "B" shares in issue at the time for each of the four financial years ending March 31, 1976. This is equivalent to about six times the annual amount given up by "B" shareholders in changing the basis of their scrip issues.

Christopher Hill writes: This latest step in the "B" share tussle means that the Institutional holders of Ordinary shares have won over another major group in their efforts to destroy the advantages of "B" shares. But the important difference between Garmore's London and Lennox compromise and that concluded recently by the Murray Johnstone group is that Garmore's bonus payment to "B" holders is being staggered over four years instead of being once-for-all.

The main purpose of this is to discourage "B" shareholders from converting to Ordinary shares immediately and to give the revenue position time to improve. Garmore will probably apply this solution to their other trusts with "B" shares, Anglo-Scottish and English and Scottish.

## Moderate rise for Dufay Bitumastic

Group pre-tax profit of Dufay Bitumastic for 1973 will be moderately, rather than widely, in excess of the £240,000 of 1972, state the directors. A profit of around £5.5m. was indicated last March.

For the six months to June 30, 1973, profit advanced from £101,000 to £185,000.

Earnings per Ordinary 10p share are stated at 1.24p (0.70p) and in line with previous policy no interim dividend is declared. For 1972 there was a single 10 per cent.

The directors state that although the higher interest charges were to be expected as compared with June, 1972, by reason of the acquisition of

### DIVIDENDS ANNOUNCED

Company	Current payment	Date of payment	Corresponding dividend	Total last year
British Car Auction	2.15p (1p)	Nov. 3	3.12	5.27
Edbro	1.43p (1p)	Oct. 24	2.73	4.16
Glanfield Securities	30p (25p)	Nov. 2	14.7	14.7
Halite	8.79p (8p)	Sept. 24	60c	100c
Johannesburg Cons.	70c	Nov. 2	Nil	0.5
Meggitt	0.15p (0.15p)	Oct. 3	2.73	2.88
ML Holdings	2.53p (2.53p)	Jan. 3	1.25	3.78
Seastech Cables (South Africa)	Int. 30c	Nov. 25	10	33c
A. G. Stanley	Int. 40p (40p)	Jan. 3	2.56	2.6
Technology Ltd.	2.87p (1p)	Sept. 12	2.56	2.56

\* Equivalent after allowing for scrip issue. 1 Pence per share. 2 Pence per share. 3 Pence per share. 4 Pence per share. 5 Pence per share. 6 Pence per share. 7 Pence per share. 8 Pence per share. 9 Pence per share. 10 Pence per share. 11 Pence per share. 12 Pence per share. 13 Pence per share. 14 Pence per share. 15 Pence per share. 16 Pence per share. 17 Pence per share. 18 Pence per share. 19 Pence per share. 20 Pence per share. 21 Pence per share. 22 Pence per share. 23 Pence per share. 24 Pence per share. 25 Pence per share. 26 Pence per share. 27 Pence per share. 28 Pence per share. 29 Pence per share. 30 Pence per share. 31 Pence per share. 32 Pence per share. 33 Pence per share. 34 Pence per share. 35 Pence per share. 36 Pence per share. 37 Pence per share. 38 Pence per share. 39 Pence per share. 40 Pence per share. 41 Pence per share. 42 Pence per share. 43 Pence per share. 44 Pence per share. 45 Pence per share. 46 Pence per share. 47 Pence per share. 48 Pence per share. 49 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## Foot-and-mouth invasion threat to Europe

**BY OUR COMMODITIES STAFF**

**A SWIFTLY - SPREADING** epidemic in Turkey poses the most serious foot-and-mouth disease threat to the livestock population of Europe for nearly a decade, the UN Food and Agriculture Organisation (FAO) reported in Rome yesterday.

At Turkey's request, FAO has called an emergency meeting opening in Ankara to-day under the auspices of FAO's European Commission for the control of foot-and-mouth disease to consider urgent measures both to

"This is the nearest Asia 1 foot-and-mouth disease has ever come to Europe," an FAO spokesman said. "Since European herds have no natural immunity to this virus type, the disease could be catastrophic if it reached Europe," he warned.

Among those invited to send representatives to the emergency meeting in Ankara are the EEC, the Soviet Union, Iran, Iraq, Greece, Bulgaria and Syria.

Thrace, the region shared by Turkey, Greece and Bulgaria, is

and "O" foot-and-mouth vaccine to combat two virus types were in the country before recent outbreak of Asia 1.

## Heavy toll

The last major threat to Europe from an exotic foot-and-mouth virus came in 1963, when A-23 virus penetrated as far as Thrace—an important pig zone where annual disease has been fought for more than a year with substantial finan-

## Virus type

Since the beginning of August, when the disease spilled over its border with Iran, Turkey has recorded 77 individual outbreaks of the Asia-type 1 foot-and-mouth disease. On August 17, the Turkish veterinary authorities cabled FAO that the disease had reached Adapazari, only some 60 miles from the Bosphorus.

Under immediate threat and the southern part of the Soviet Union is also exposed. The disease has been particularly prevalent in the Kars area of Eastern Turkey, less than 60 miles from the Soviet border. FAO officials estimated that there is an immediate need for at least \$500,000 to purchase vaccine and equipment, including vehicles, to support Turkey's effort to mount a massive vaccination campaign.

A critical need will be to increase the production of vaccines in Turkey, where laboratories are already taxed by the necessity of turning out A-23

West. Even non-exotic types of foot-and-mouth have taken heavy toll among Europe's animal population in the past. The Continent has been relatively free of disease for six years, but it had a major outbreak in 1967-68, U.K. alone lost 400,000 F.M. animals. The worst European epidemic since the Second World War was in 1951-52, when nearly all countries were affected and losses were estimated at \$600

## Japan onion may fill import gap

BY MARY CHERRY

BRITAIN'S "onion gap" could be closed or, at least, partly filled if a technique of over-wintering onions, developed at the National Vegetable Research Station at Wellesbourne, Warwickshire, becomes commercially successful. This week and next about a dozen pioneering growers will be

onions will be available for sale next summer.

There has been a particular shortage of onions this year, but British has always had to rely on scarce imports to fill the gap in the market between the time when those in store are finished and the new crop is ready.

Annual consumption of onions in Britain is about 2.5m. in 17 years. Successful production of a mid-summer (over-wintered) onion in Britain could greatly increase the home share of the market.

Encouraging results were obtained during the 1970-71 winter when the Japanese varieties were grown on several of the Ministry of Agriculture

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Encouraging results were obtained during the 1970-71 winter when the Japanese varieties were grown on several of the Ministry of Agriculture

planting that area or Japanese varieties which are specially suited for over-wintering and which are ready for harvesting in June and July. It is expected that about 100 acres of these

In the U.K. has been rising sharply and the value of imports has been running at levels of £8m. to £9m. a year despite an increase in the value of the home crop from about £1.1m. to

experimental horticultural stations, but the limited experience on ordinary growers' farms is less certain. Mr. J. H. G. Davis, Horticultural Research Advisor, officers are particularly concerned that growers should not attempt the technique on a large scale until more is known about the most suitable sowing rates and fertilizer needs. Until the system has been tested in a home winter.

Some concern is also here expressed about the possible effect of the over-wintered crop on the general image of British onions.

The Japanese varieties tend to be very small and they have only one skin instead of several layers and the polished brown exterior to which housewife is accustomed. Though visually less attractive, they are a pleasant mild type of eating onion and also have a high content of vitamins. It is felt that it is of interest to producers

PRICE CHANGES		S. African iron ore pellets for Japan	
Quotations c and f. U.K. for Aug. ship-		TOKYO, August 28	
ments: 150,000 lb. 100,000 lb. 75,000 lb.		SOUTH AFRICA is offering	
per 100 freight Sept. 25-26 21.10		self pelletized iron ore	
Oct.-Dec. 24.70 and 23.13. "3" twills		in quantity and on a long-	
25.05 and 23.10 for the respective		basis, Robe Steel stated here	
shipment periods. Tare and discounts		day.	
steady.		Palabora Mining Company	
LONDON—Quiet. Bangladeshi White "C"		planning to lay down a mo-	
grade Aug-Sept. 24.65 seller, Bangladeshi		than 180-mile long pipeline	
White "B" grade Aug-Sept. 23.37 seller.		to its mine to a sea terminal	
A lot.		carry iron-content magnetite	
CALCUTTA—Quiet. Indian Sept-Oct.		about 30% S. A. iron	
22.38 value, Dundee Daisies Sept-Oct.		letting plant will be built at	
22.38 value, Dundee Daisies Sept-Oct.		port to process this iron pe-	

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the number of markets.

**COVENT GARDEN** (prices in sterling):  
Imported: Australia: 2.0.0-2.2.0; Brazil:  
Valencia Lates 2.0.0-2.2.0; South Africa:  
Valencia Lates 5.5.0, 7.5.0, 9.0.0, 10.0.0,  
11.0.0, 12.0.0, 13.0.0; California: Valencia  
Lates 10.0.0, 11.0.0, 12.0.0, 13.0.0, 14.0.0,  
15.0.0; Argentina: Valencia Lates 10.0.0,  
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**INDICES**

**FINANCIAL TIMES**

Aug. 24	Aug. 23	Month ago	Year ago
191.74	190.59	185.95	91.82

(Base, July 1, 1931=100)

**REUTER'S**

Aug. 24	Aug. 23	Month ago	Year ago
119.57	119.84	109.95	59.79

(Base, Sept. 18, 1931=100)

**DOW JONES**

Dow	Aug. 24	Aug. 23	Month ago	Year ago
	191.74	190.59	185.95	91.82

construction of a \$190,000 hydraulic power station capable of generating 480,000 kilowatts in the Asahan district to provide necessary power for the plant; the smelter; the participation of two American aluminum producers—Alcoa and Kaiser Aluminum—in the project, and completion of the project in plants within six or seven years after the contract signing, the sources said.

The five Japanese firms are Nippon Light Metal, Sumitomo Chemical, Showa Denko Kaisha, Mitsubishi Chemical Industries and Mitsui Aluminum Industries.

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	1973		Since Completion				Aug. 23	Aug. 24
	High	Low	High	Low				
Govt Secs.	72.08 (221)	63.87 (228)	127.4 (91439)	63.87 (22878)	Daily Edged Instruments		126.4	122.1
Fixed Ins.	72.83 (231)	65.14 (234)	150.4 (12147)	62.13 (23675)	Speculative 3-day		121.7	105.6
Ind.Oil	508.5 (101)	413.2 (104)	543.6 (12343)	49.4 (23643)	Edged Instruments		128.6	124.8
Gold Mines	508.5 (101)	413.2 (104)	543.6 (12343)	49.4 (23643)	Edged Instruments		128.6	124.8

	Aug. '76	Aug. '77	Aug. '78	Aug. '79	Aug. '80	Aug. '81	Aug. '82	1 Year ago
Industrial Group.....	167.31	167.46	167.71	168.21	169.80	171.19	216.17	
600 Shares.....	175.85	176.16	176.40	176.96	178.16	179.62	226.51	
Div. Yield.....	4.29	4.28	4.28	4.26	4.24	4.20	3.19	

W4 Rate (post)	14.55	14.56	14.61	14.68	14.78	14.81	15.88
All Share	174.90	175.21	175.39	175.98	177.37	178.21	224.19
Consolid Yield p.c.	11.48	11.47	11.54	11.60	11.46	11.33	9.57

Y on old basis.

This coupled with persistent gold selling as a result of a fall in prices to new lows for the year in several cases. Particular sufferers were companies with no longer tax-free gold interests. Thus Peko-Walland plunged 35p more to 350p; they were 868p prior to last week's Budget.

Conzinc Rhotondo retreated 70p

**SAVINGS STOCK**

## REGISTER

day with the bullion price which closed \$3.30 up at \$104.50 per ounce, Buffalo nickel jumped 35¢ to 90¢ and gold gained 15¢ to \$195.50. The market for the new issues in St. Louis (235¢), Rand McNally (650¢) and Western Deep (760¢). Exceptionally, St. Helena fell 20¢ to 980¢.

Financials were inclined to ease with "Johnnies" losing  $\frac{1}{2}$  to 230 $\frac{1}{2}$  up to \$5,000 nominal value of any one stock may be purchased through the Department for National Savings or the Trustee Savings Banks at any one time, though there is no limit to the total amount of stock which may be held.

PROPERTY, BONDS PRICES PAGE 23			
OVERSEAS FUNDS (p***)			
	% Yield %		% Yield %
Fidelity Mgmt. & Res. (Eds.) Ltd.		Negitt Ltd.	
P.O. Box 970, Hamilton, Bermuda		Bank of Bermuda Bldg., Hamilton, Bermuda	
Fidelity Int. Fund	\$20.75	N.A.V. Avg. 17 1973, 508p	-----
Fidelity World Fund	\$22.94	Old Court Bond Mgmt. Ltd.	
	-3.18		

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Prices at AMSTERDAM.		United States Trst. Intl. Adv. Co.
(c) (2) M. & G. Group		14, rue d'Alger, Luxembourg.
Bank, Truist Intl. BSCR 698	0-036 4938	U.S.Trust Inv. Fd. 516.09
and Int. Units. 115.54	119.4	-0.12
and Acc. Units. 127.7	142.6	-0.5
Electric Adv. 32	141.2	1.85
and Gen. Adv. 32	1.26	
=	=	=
(d) Maxx Int. Managers Ltd.		Vavasseur First Investors Limited
20, St. Dunstons, L.M. Douglas 452		1516, Avenue Senar, Z.C.3
Minerals Tr. 12.0	1.9	0-038 6312
		As Trst. Pm-Pond 3911.26
		Net asset value Adv. 24
		Int. Inv. Adv. Tr. U.S. 11
		Net

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## Lombard

# Time to control interest rates

BY JOE ROGALY

THE Government cannot escape its own considerable share of the responsibility for the current high cost of borrowing. It is not an immutable law of the universe that in present conditions overdrafts must be 16 per cent, while mortgages are in double figures and likely to be increased yet further in the near future. The international competition in interest rates is, of course, not a phenomenon for which any one Government can be blamed, but there is no reason why all credit conditions at home should be entirely dictated by what happens abroad. In the British case the fundamental reason why the Government has been positively encouraging an increase in interest rates is its continuing reluctance to bring the public expenditure deficit under control.

For cutting expenditure, or increasing taxation, or a combination of the two, is still rejected as a method of reducing the deficit on the balance of payments, while scrambling for hot money in the international market-place is part of the chosen strategy. This is a matter of grand strategy; it has been argued out time and again during the past few months, and for the present the existing situation must be taken as the background for any practical assessment of what can be done while waiting for the next U-turn.

## Intervention

The answer lies in direct intervention to control interest rates. This is of far greater importance than any purely political action aimed at curbing bank profits, or at reducing the presumably fat profits that are present mounting up in the banks' books are partly the result of the Government's efforts to control the money market by price—and, for the moment, by means of a high price. The banks are perfectly well aware of the political pressure to "do something" about them, as can be seen from the recent series of cuts in bank charges, and the present frenetic attempts to reduce the margin on moneylending by moving the loan rate paid for deposits up to the lending rate. There is, however, room for direct Government action here. The banks have presumably tried to meet the mid-August deadline set by the Price Commission as the latest date for detailed returns on profits and turnover, although, I understand, the Commission still needs more answers to various supplementary questions. It is reluctant to put on too much pressure in seeking these answers. The Government could tell the Price Commission to be less squeamish. Its duty is to ensure that profits on non-interest earning business are not higher than those allowed by law, and this duty should be publicly discharged as soon as possible.

## Money lending

As for profits on money lending, the Commission is acting as rapporteur for the Treasury; this process, too, should be completed and made public as a matter of fact. The Treasury should then "consider in the light of prevailing monetary policy considerations whether corrective action would be appropriate." This might mean a reduction in the elimination of interest on special deposits. Such action, combined with the publication of the accumulated information, would constitute a minimum feasible Government pressure on the banks, given the continuation of the existing grand economic strategy.

I say "minimum" because there is even without inventing new rules. The provisions of the "Competition and Credit Control" policy introduced by the Bank of England in 1971 provide for a return to controls even though the policy as a whole is based on allowing the market to have its say. Paragraph 14 of the original consultative document provides specifically for "qualitative guidance" on bank lending. Paragraph 15 alludes specifically to possible competition for savings otherwise invested in "the public sector debt or in the finance of housing." The idea of limits on the interest rates offered for small savings deposits in banks (which would ease the pressure on building society rates) was floated then. It should be implemented now. These are the main lines of approach if any new steps to be taken are to be kept within the limits of known existing documents and declarations of intent. But if public confidence in an eventual return to a single-figure interest rate structure, particularly in housing, is to be restored, the Government will need to do a whole lot more, starting with a rethinking of its entire policy for the building societies.

## THE LEX COLUMN

# Contrasts in the construction sector

There is plainly something special about Leonard Fairclough's 1973 orders intake—£52m, to date against total turnover of £54m, in calendar 1972, with reports of further business in the pipeline which could boost the total a further three-fifths. Bare industry statistics show a rise of about a tenth in first quarter construction orders at constant prices, but there is no uniform pattern among individual companies. Taking a quick cross section, a marked rise over the past year has left forward orders on Tarmac's construction side equivalent to roughly a year's output. Monk's orders are nearly a third higher: Marchwiel's work in hand was up roughly a half after six months: French has not found that large construction jobs have been noticeably easier to pick up, although there have been a lot more small jobs in the private sector.

There is a common theme, however, in the continuing resilience of road building orders following the big lump which came through early last year, and in the strength of the

health and sewerage sectors, where first quarter orders rose over two-fifths at current prices. Both these areas are relevant to Fairclough, and so is the hope that recovery in the private sector may cushion a slowdown in public works demand later in the year.

This does not cut much ice with the market and there may be a message in the contrast over the past three months between marked price weakness among the smaller contractors and the strength of the giants—namely Taylor Woodrow and Laing—which have market ability and a relatively smooth profits progression on their side. But there is no faulting Fairclough's record and after a first-half profit rise from £988,000 to £1.6m, it can also offer further reassuring thoughts about liquidity and what may be a maximum fully diluted p/e of not much more than 7 net for the current year.

See also page 16

Letraset  
Four years ago, with problems

visibly mounting, Letraset was selling on a p/e over 30; now the shares sell at 13 times historic earnings when the group's current year earnings growth expectation is certainly above its 25 per cent medium term target. The current investment climate is not, of course, for optimists, and Letraset is still hampered by the market's concentration on one-product vulnerability rather than marketing quality.

See also page 17

Percy Bilton

It looks, on the latest figures, as if Percy Bilton's substitution of ordinary shares by accumulators has fully solved its potential ACT problem. For the first half pre-tax profit of £1.25m, against £862,000 attracts a 29 per cent tax charge, and that should, other things being equal, mean that earnings would be fully distributable without any extra ACT burden, with the likelihood that only 58 per cent of the share capital are electing for cash dividends.

The first half performance

owes much to the buoyancy of the building industry, and the non-rental contribution to faster retail sales growth than the 12 per cent or so (as acquisitions) of the latest period: planned expansion of selling space alone is running around 10 per cent. Pro-forma for conversion, then, £140m, of HBC's £240m equity capitalisation at £177 is now covered by quoted oil holdings with the remainder taking in £100m, of cash and perhaps £14m, to £15m, of net earnings.

See also page 16

Hudson's Bay

An earnings gain from Can\$3.375m, to Can\$4.02m, from HBC in the half-year to July—giving \$1.03 a share for latest 12 months—represents sound internal growth unaffected by this year's major moves: the \$100m convertible issue and the exchange of \$3m, worth of pre-tax royalty income plus \$5m, cash for the 35 per cent stake in Siebens Oil, worth \$38m. The royalty income amounts to 11 per cent of last year's pre-tax total of \$27.4m, and Siebens made a 57 per cent

year, but the shortfall should be coinciding with a period of faster retail sales growth than the 12 per cent or so (as acquisitions) of the latest period: planned expansion of selling space alone is running around 10 per cent. Pro-forma for conversion, then, £140m, of HBC's £240m equity capitalisation at £177 is now covered by quoted oil holdings with the remainder taking in £100m, of cash and perhaps £14m, to £15m, of net earnings.

See also page 16

Royal Worcester

Although the market appeared happy enough with Royal Worcester's first half pre-tax improvement to £781,000—the shares rose 4p to 177p—the figures have to be judged by the pretty demanding standards of recent results from the ceramics sector. Against this background, the 21 per cent sales gain suggests that Royal Worcester has not fully overcome its earlier problems of sluggish growth in volume, particularly as the real boost to January-June profits appears to have come from the

electronics side, pushing its contribution up to the 50 per cent mark against 39 per cent, in 1972 as a whole. The electronics side is still not quite fully stretched, so the strength of demand from telecommunications, computers and colour TV ought to have further impact in the current half.

As for ceramics, the group's concentration at the top end of the market—particularly in porcelain and ornamental ware—could explain a relatively muted response to the general expansion of demand, for capacity rather than market buoyancy tends to be the limiting factor. Meanwhile the concentration on North America—the source of over two-thirds of overseas sales last year—will have restricted the benefits from currency movements. However, there is appeal in a fully diluted prospective p/e of maybe 10, given also that here is a company with liquid assets of £5m, against a capitalisation (including the Convertible) of just over £29m.

See also page 16

# Cars and more foodstuffs in latest price approvals

BY DAVID WALKER

CHRYSLER U.K. yesterday became the third major British motor manufacturer to have secured Price Commission consent to higher prices.

The decision is one of a long list of approvals, especially for dearer foodstuffs, announced by the Commission yesterday. Among the others is the first case of a manufacturer allowed a fifth increase since the start of Phase Two of the Government's prices and incomes policy.

At the same time, the Commission has rejected two applications by companies which had claimed that the products involved should be treated as coming from individual units of their business. This is the first time that such a claim was unacceptable, indicating a further hardening of the Commission's attitude to applicant concerns.

The Chrysler U.K. increases are coming in two parts. The first, averaging 5.11 per cent, and taking account of higher labour and materials costs since

last November, takes effect immediately. It will, for example, put the basic Hillman Imp up from £283 to £294, the Humber Supr from £1,475 to £1,553, and the Hillman Avenger Super 4-door 1260 from £991 to £1,047. All the company's cars and commercial vehicles will cost more.

Improvements in specifications on the 1974 car range, likely to be announced in October, will result in further rises averaging 1.08 per cent.

Those companies to have applications rejected this time are CAV, the Joseph Lucas subsidiary, and Ready Mix Concrete. CAV had sought increases of between 20 and 40 per cent for inline pumps and associated equipment under the loss-making provisions of the Price Code.

The Commission declared itself unsatisfied that the company could, for the purposes of the Code, "separate an enter price for loss-making purposes within a larger unit which had been chosen by the company for profit margin reference level purposes."

Ready Mix Drypack also applied under the loss-making provisions of the code to put up charges for its concrete materials. It was refused because, said the Commission, it had "not substantiated its claim to be treated as a separate enterprise."

The fifth consent since the start of Phase Two has been obtained by BOCM Silcock for its animal feedstuffs. J. Bibby Agriculture has obtained its fourth consent during Phase Two to make its animal feedstuffs dealer, while similar products from Nitrovit are to go up for a third time.

Among the other decisions announced by the Commission yesterday are increases in the price of Schweppes mineral waters and squashes, cocoa-based drinks from Cadbury Schweppes foods, Lyons Bakery's packaged cakes, a large number of milk-based products including yoghurts, books from the Hamlyn Publishing Group and, to take effect progressively over the next month, air terminal and in-flight catering services provided by Trust Houses Forte Airport Services.

Details, page 11

# Chrysler contract 'in jeopardy'

BY PETER CARTWRIGHT, MIDLANDS CORRESPONDENT

THE LOSS of a long-running export contract with Iran to the Japanese now faces Chrysler as a result of the continuing strike by 187 electricians at its Coventry plant.

Its "perilous position" was disclosed last night by Mr. Peter Griffiths, Chrysler's industrial relations director, on the eve of a press meeting that will decide today whether the car company can get back to full production.

The issue stemming from the strike—now in its fourth week—had become a matter of national concern, Mr. Griffiths declared.

Components

He was afraid a contract—worth £25m, this year—under which Iran National Manufacturing produced a version of the Hunter called the Peykan might go to the Japanese industry, with the Iranians were in touch in New Zealand over expenses.

The strike, by disrupting the supply of components for assembly overseas, has been having an increasingly serious effect on these exports, as well as on exports of built-up cars.

In a further justification for bringing in non-union super-

visors over the week-end to prepare plant at the key Stoke engine and transmission factory in Coventry, Mr. Griffiths said the substantial majority vote on Friday for a resumption implied a recognition that the company would have to take unusual steps to maintain employment during the strike.

The electricians are demanding an extra £250 a year they claim was promised last February, though management strongly denied it offered more than the maximum available under Phase Two legislation—£190—plus staff status. The strike is officially supported by the Electrical and Plumbing Trades Union.

Having decided last Friday to lift the "blackening" on work normally done by electricians and return to work many of the 2,800 other employees at Stoke either refused on Monday to go through picket lines or walked out later after accusations by the electricians that the company had brought in non-union labour over the week-end.

Among those who stayed out were 88 millwrights, who maintain equipment. Some of them went back yesterday, but the foundry pattern makers stayed away.

Half a dozen electricians at

Hills Precision Plastics, of Coventry, which makes radiator grilles and interior trim, also came out in support of their colleagues, but production was unaffected.

Crucial

The Stoke plant is crucial to car assembly operations at Coventry and Linwood, Scotland—where Hunters and Imps are made—and to Commer van output at Dunstable. Although operating at more than half capacity, it will be several days before the 4,400 at Linwood can be recalled, as the pipeline is empty. The Avenger plant at Ryton was only able to resume because stocks of engines had accumulated during a recent strike.

So far, the strike has cost nearly 11,000 cars worth a sale-value of more than £11m.

At Birmingham 330 press operators at the Austin Morris body plant, Castle Bromwich, bowed to renewed pressure from the General and Municipal Workers' Union to end their day-old strike over a manning problem. The strike halted output of Minis at the Longbridge plant in Birmingham and made 3,750 idle.

See News Analysis, page 11

# Supplies cutback by Alcan

BY MARTIN ROUTH

ALCAN ALUMINIUM'S principal operating subsidiary, the Aluminium Company of Canada, announced yesterday in Montreal that it was invoking "force majeure" on aluminium supply commitments. Customers now face reduced allocations because of production stoppages and slow-downs at the Quebec Province smelters.

The group expected to lose over \$5m, net income after tax in the second half of 1973 as a result of reduced sales and increased costs caused by shutdown and start-up expenses.

Alcan (U.K.) confirmed last night that it was following suit in this country, the Irish Republic, and Scandinavia. "While the tonnages affected by force majeure would be relatively small, its effects on specific products have yet to be determined since production losses are continuing."

An Alcan spokesman added that certain input products would be more seriously affected than others because of deterioration of metal grades and dislocation of production schedules. He stressed, however, that supply cuts would be applied as far as possible to all customers, including its own affiliates.

although some 8,000 employees of the four Quebec smelters—one of which is the largest in the world—voted just over a week ago to accept a 33-month contract, agreement has not yet been reached with 300 striking employees of a company-owned railroad.

This serves the Saguenay-Lac Saint-Jean region and connects

Mr. Pierre Trudeau, the Canadian Prime Minister, has recalled Parliament for tomorrow to introduce legislation aimed at ordering the striking auxiliary railwaymen back to work. Mr. Trudeau's decision follows a breakdown of talks between Canadian National Railways and C2 Rail, a division of Canadian Pacific, and the unions involved.

See Page 5

plier of aluminium, said the principal tonnage users were the transport industry, including aircraft and road transport manufacturers; construction, which was a big and fast growing market; packaging and the electrical industry.

Some could be hit much more than others. Full details of the way products will be distributed have not yet been decided.

The news comes on top of existing problems faced by aluminium throughout much of the world in securing adequate supplies.

The capacity out of commission, 115,000 tons, is larger than that of any of Britain's three newest major smelters. Alcan expects to import 100,000 tonnes of ingot this year and in its May application to the Price Commission the company pointed out that it could not continue to import the metal at £230 a metric ton. Britain was described then as "the problem child" of the Alcan group because of its continuing losses. The Commission gave permission for a £20 a metric ton price increase at the end of last month.

In 1972, the Alcan Aluminium group had a net income of \$61.2m. The figures so far this year had suggested that 1973 would be better.

Dr. Butler quoted from an obituary notice which pointed out that Lord Brookeborough believed Roman Catholics should be excluded from responsibility and participation, and that being basically republicans they were not in a constitutional sense to be trusted.

He went on: "It can be argued that if he had thought differently and if he had been differently Northern Ireland would not be in its present unhappy state."

He stated, however, that it was the easiest thing in the world to blame someone else for Northern Ireland's troubles, and to make scapegoats out of one man. He maintained that the Irish were extremely good at that. It should be remembered, he added, that when Lord Brookeborough was at the height of his powers the ecumenical movement had not yet got under way and the barriers separating Roman Catholics and Protestants were virtually unbreached.

At the end of the service Mr. Heath was jeered by a small crowd which had remained outside, and placards calling for the release of loyalist prisoners were held up. Mr. Faulkner was also booed but loud cheers were reserved for Mr. William Craig.

Continued from Page 1

# Heath's call

After lunch in the country he arrived shortly before 2.30 at St. Anne's Anglican Cathedral in Belfast for the memorial service. Streets in the area had been sealed off by troops and police, but a crowd had been allowed to gather behind barriers opposite the entrance to the church.

The arrival of Mr. Heath's car, which was preceded and followed by cars containing squads of plainclothes detectives, was greeted by cheering and some booing. The Prime Minister emerged somewhat nervously from the car with Mr. Whitelaw and, encouraged by the cheers, waved to onlookers for a few seconds.

In his sermon Dr. Butler made some pointed references to Lord Brookeborough's political convictions.

After paying tribute to Lord Brookeborough's record as First World War hero and his leadership of Ulster in the Second, he declared that Lord Brookeborough had not been a political visionary and had not thought in terms of long-term solutions to Northern Ireland problems.

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# Buitoni plans to buy part of J. Bibby group

BY NICHOLAS OWEN

THE LIVERPOOL-BASED J. Bibby group is planning to dispose of its grocery product interests with £17m, worth of sales annually, to the Italian food company Industrie Buitoni Perugina.

No terms have been agreed yet, and it could take another two months to finalise them. The division concerned includes the manufacture, sale and distribution of Princes spreads and the Princes' canned goods business.

Also involved will be the distribution of Trex, Spread'n Fill, Cidal and other oil-based products, but Bibby will continue their manufacture.

Second biggest

The grocery products division, in terms of turnover, is the second biggest in the Bibby group, which is dominated by animal feed manufacture, contributing 30 per cent to profits and sales.

Food interests which IBP could acquire employ some 200 people, and last year contributed 12.1 per cent to Bibby's £110m, total sales, and 12.9 per cent to pre-tax earnings of £2.1m.

Mr. Leslie Young, the Bibby managing director, pointed out yesterday that sales of parts of Bibby's organisation had been fore-shadowed in the company's 1972 annual report. The group's policy is to concentrate resources to support growth and exploit opportunities in other activities. This applied particularly to agriculture, Mr. Young added, but Bibby started a "concentration

of effort" programme three years ago, but in the 1972 report, Mr. Ben Bibby, the chairman, said: "The policy now needs to be applied on the strategic as well as on the tactical scale."

Products under the Princes label have been very successful, with spreads expanding their market share from 15 per cent in 1970 to over 30 per cent. Sales of Trex, however, have been declining, with cooking oil dropping its share of an expanding market, although profit margins in 1972 were reported better.

IBP has turnover internationally of £130m, a year. It is based on a web of family companies which were put together in 1969 when a quotation was sought on the Milan Bourse. France is the most important overseas market, but British operations have grown in five years from a turnover of £60,000 to £1.5m.

Formal negotiations with Bibby should be complete by the end of October, and a further statement on the progress of discussions is expected around mid-September.

Bibby has its largest overseas subsidiary in Italy. Called Clip Zoo, it is a leading Italian poultry, egg and pig producer. Trading conditions in the first months of this year were affected by much higher raw material and labour costs, as well as by the effects of introduction of Value Added Tax.

The Bibby family controls over 30 per cent of the group. Another major shareholder is Slater Walker Securities, with some 24 per cent.

## BUSINESS CENTRES

City	Mid-day	Day
Alexandria	23	24
Amsterdam	23	24
Antwerp	23	24
Bahia	23	24
Beirut	23	24
Bombay	23	24
Buenos Aires	23	24
Calcutta	23	24
Canton	23	24
Cebu	23	24
Colon	23	24
Hankow	23	24
Harbin	23	24
Hong Kong	23	24
Kobe	23	24
London	23	24
Lyons	23	24
Manila	23	24
Medan	23	24
Osaka	23	24
Paris	23	24
Shanghai	23	24
Singapore	23	24
Tokyo	23	24
Yokohama	23	24

## HOLIDAY RESORTS

City	Mid-day	Day
Alexandria	23	24
Amsterdam	23	24
Antwerp	23	24
Bahia	23	24
Beirut	23	24
Bombay	23	24
Buenos Aires	23	24
Calcutta	23	24
Canton	23	24
Cebu	23	24
Colon	23	24
Hankow	23	24
Harbin	23	24
Hong Kong	23	24
Kobe	23	24
London	23	24
Lyons	23	24
Manila	23	24
Medan	23	24
Osaka	23	24
Paris	23	24
Shanghai	23	24
Singapore	23	24
Tokyo	23	24
Yokohama	23	24

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**#INSERT A NOTE**

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## Letters to the Editor

BRACKEN HOUSE, CANNON STREET, LONDON, EC4P 4BY

## Magnesium from the sea • Juggernauts • Sites for airport

Sir—I read with interest your review of European non-ferrous metals (August 23) and I would like to comment on one aspect of the references made on future trends and inter-relationships of the supply/demand situation in the major trading blocs and the efforts being made by countries, either in terms of reducing capacity or ore deposit exploration (with all its environmental implications) to become increasingly self-sufficient.

It seems strange when considering the future availability of raw materials that only the familiar metals currently in large-scale use by industrial nations are considered, that is, copper, tin, lead, nickel, aluminium. Rightly so, much time, effort and money is spent by large companies and governments on the exploration of new sources of such metals, preferably within this country or in the sea bed adjacent to our coast.

No mention is made, however, of sea water as a source of supply of raw material and in particular the abundance of magnesium in sea water. No exploration is required—it's there. It is estimated that each cubic mile of sea water contains about 3.5m. tons of magnesium.

The technology of extraction is established and has been practised on a large scale in Norway and the U.S. for many years. In terms of fuel required for the extraction process it is claimed that with proposed improvement in cell technology it will cost less to extract 1 pound of magnesium than that needed to extract 1 pound of aluminium, and recent developments can enable chlorine (an important constituent of PVC also currently in short supply) to be produced as a by-product.

Any nation with a warm sea coastline and competitively priced electricity should theoretically be able to produce its own magnesium, resulting in a considerable saving on cost of imports of non-indigenous raw materials.

What then has magnesium to offer to consuming industries? In alloy form it is an extremely good, very light structural material which can be rolled, forged, extruded and cast.

Recent developments, particularly in casting technology, have improved considerably the cost competitiveness of magnesium components compared to aluminium and zinc components.

As a nation, though our only industry which extensively uses magnesium components is aircraft and aerospace, while in Germany and to a lesser extent in Italy the automobile industry, for instance, has used magnesium components successfully for many years. Indeed, one German car manufacturer claims that by replacing aluminium engine components with mag-

nesium, engine weight was reduced by 38 per cent. Surely any fuel economy conscious society cannot afford to ignore such claims or any claim which improves power/weight ratio in the field of transportation.

Structural components are not the only area where magnesium can play a significant role. As an example of the versatility of the metal a British company, Magnesium Electron in co-operation with a U.S. company is currently developing a magnesium dry cell battery for the U.K. market (see your technical page, July 30) which is claimed to have improved characteristics over the conventional zinc dry cell.

There are numerous examples of potential applications for magnesium and while I am not suggesting that it is by any means a complete answer to the situation in which the world supply of non-ferrous metals is running too close to demand for comfort, I feel it is about time we gave more thought to considering magnesium as an important member of the existing spectrum of non-ferrous metals in large-scale industrial use.

N. C. Spare,  
Director, Promagco,  
Worcester Industrial Estate,  
Blackpole Road, Worcester.

## A divided nation

Sir—The Lombard article by Joe Rogaly "Why this is still a Divided Nation" (August 23) reinforces views that we in PEST have held for a long time, and is the root cause for the U.K.'s lack of economic success and for the deterioration of our social fabric.

Equality of opportunity for a large percentage of our citizens and their children is a cruel farce where the dice are heavily loaded against any fulfilment and self-expression in practical terms. This necessitates a large expenditure in our deprived urban areas which would positively redress the balance. For example teachers in these areas should be paid extra and the same should apply to people in the social services and in medicine.

Facilities in these areas should be of a higher standard and attract the best personnel if we are to make a start towards making two nations one. An urban programme of this nature would have to be over a large number of years but would not be the whole answer.

Companies should be encouraged to have promotional systems whose recognisable steps anyone, regardless of background should be able to climb and the irritat-

ing practice of class segregation between managers and workers personified by facilities for different grades and separate canteens and the directors' luncheon room syndrome, should be positively discouraged.

In the past working-class people were content to accept their place in society. This was reinforced by the established church who in way of compensation offered "pie in the sky when you die." Nowadays people cannot be fobbed off with pie in the sky they want fairness now and the class antagonism which Joe Rogaly mentions will grow and could overwhelm in violent disruption and increasing confrontation if not remedied.

Having some experience of British industry the presence of unsophisticated managers enjoying all the perks like a car, expense account, flexible hours, pension etc. mismanaging human relationships on the shop floor and simultaneously prattling on about the bloody mindedness of the unions and the inefficiency of their employees is an example of class hypocrisy and is the biggest indictment of British industry.

Apart from any considerations of social justice on the grounds of economic self-interest the deprivation of a large part of the population to reach their full potential becomes increasingly damaging as the years go past. If we can cure this we would put the first time put the horse before the cart and not only economic success and growth would follow but there would be a general renaissance and what is more important British industry would be far more agreeable to live in. The tragedy is, in this respect that this is a personal view that Mr. Heath's Britain is no better than Mr. Wilson's.

W. J. Shearman,  
Deputy National Chairman,  
The Progressive Tory Pressure Group,  
9 Poland Street, W.1.

## Agricultural policy

Sir—Your article by Lombard (August 21) regarding the Common Agricultural Policy, does not seem to me to represent the true situation. The purpose of the CAP as I understand it is to achieve as near self-sufficiency as possible in temperate agricultural products at a price which provides a return to farmers comparable to that achieved in industry and at the same time guarantees a supply to the members of the EEC. This, for a prosperous area, seems to me quite the right priorities.

In order to guarantee an adequate supply, there must

always be a surplus since agricultural production is governed by the vagaries of the weather, etc. Ideally these surpluses should be sold at low prices to under-developed countries and not to the Communist bloc.

The alternative suggestion that Britain should be able to buy in the world market at the lowest possible level would only be desirable if there were guaranteed world surpluses at prices much lower than the CAP prices. It does not seem likely that there will always be such surpluses and I suggest that, the only way to really stay on top of wheat has gone up by approximately 200 per cent. within 12 months, is most undesirable for both farmers, consumers and price processors.

Indeed the only ones who really stand to benefit from the Government policy to benefit speculators, seems to me strange in the extreme. I suggest therefore, that on the occasions when the Government intervene to keep prices up, this is represented as an insurance premium to ensure a good supply and a relatively stable price. It seems to me that such a premium is to the benefit of both the consumer and the producer.

N. B. B. Davie-Thornhill,  
Stanton Park Farms Ltd.,  
Hinderclay Hall, Nr. Diss,  
Norfolk.

## Operators and airports

Sir—May I comment on the report in your paper on August 22 on the speech by Thomson Holidays managing director, Mr. Higgins? I cannot write to him personally as I do not know where he lives, though I am pretty sure it is not too far from the airports he so badly wants to improve.

He has said that "it is important to provide a good choice of holidays from airports around the country. If the four operators would do just that, there would be no need to improve facilities at Luton, where only 9 per cent. of the passengers are 'local'. The remaining 91 per cent. are brought from all corners of this country and the airports have airports of their own, some running on Government subsidies (money originally provided by the taxpayer) because they are under-utilised."

The examiner at the public enquiry last year decided that Luton Airport had already inflicted enough misery on the surrounding villages, and that was why further expansion was rejected, and it obviously would be expansion not just improvement.

Mr. Higgins is talking non-

sense to suggest that if Maplin goes ahead Londoners will not have a local airport of their own. How long would it take Londoners to get to Maplin or Gatwick? Facts prove that many people are prepared to make long journeys by coach to airports, but I have not noticed many people waiting to have very close to the said airports. Does he consider it fair that the lives of the people living near the airports should be made a misery just to facilitate people who use the airport for one or possibly two holidays per year?

What Mr. Higgins really means is that it suits the four operators much better to centralise as much of their business as possible at Luton Airport and they are not too concerned about the misery inflicted on people living near the airport. His comment that the Luton rate payers benefited to the tune of £1m. last year must be doubly pleasing because hardly any of them are bothered by aircraft noise—the noise was bestowed on the people who benefited from it financially. I wonder how many would consider it worth while?

A. M. Morris,  
2 Oakfield Road,  
West Common, Harpenden,  
Herts.

## No limit for juggernauts

Sir—Mr. Rogaly (August 24) is quite right. It is surely only logical that cost should be the factor in the decision of whether or not to build a new road. The figures prove that we need an enormous network of roads then no considerations of the destruction of the environment or the loss of homes should deter us.

In fact we should build even wider roads, for as Mr. Rogaly points out, the bigger the lorry the more efficient the operation and there is no logical reason why they should not only be longer but also twice as wide as at present. Or three times? Where should we fix the limit? Indeed, why should we?

I am glad he agrees that juggernauts should not pass through the country, but where there is industry in the vicinity of such villages this would surely involve heavy transhipment charges and it might be cheaper in the long run to demolish the villages and re-house the inhabitants in council estates, utilising the cleared areas under multiple flyovers such as Spaghetti Junction. This would only be a charge on the rates and so could be ignored for accounting purposes.

To keep prices of manufactured goods down at all costs (short of actual financial ones) there are many other ways in which savings could be made. Are

public health inspectors really necessary for example? The few people who might die from food poisoning are surely of far less value than the cost of an elaborate and expensive service. And is the National Health Service itself essential to the economy? If employers did not have to pay their share of this, then the cost of goods could be far less—and the employees would have correspondingly more to spend on them.

I am sure Dr. Sharp could calculate the infinitesimal rise in death rate that would ensue and evaluate it correctly in £s. That is of course assuming that deaths are taken into account at all in this type of survey. From reading Mr. Rogaly's article I rather suspect they are not.

There are many other ways in which such cost-benefit analyses would be valuable. Have we really any idea, in actual sterling, how much we are getting in return for the millions we are spending on education? Surely this financial burden could be lightened considerably since, in the last analysis, driving schools are the only ones we need. I do hope the Freight Transport and Road Haulage Associations will render further public services by commissioning studies along these lines.

The most valuable of all might be a study on the use to which motorways might be put in 50 years' time when we shall probably have run out of oil.  
(Mrs. H. M. Derrick,  
The Change,  
Ranchwick, Stroud.)

## The railways re-invented

Sir—Mr. Joe Rogaly has written many penetrating and highly persuasive articles for your paper, but his usual high standard in his column "The case for the heavy lorry," of August 24. "The railways can never replace the lorry as a general means of collecting and delivering goods." No one, I believe, argues that we can do without delivery vans and small lorries for local work, but Mr. Rogaly's article is about heavy lorries (juggernauts).

If we follow his advice and "keep them away from city centres and particularly small town high streets and roads that pass valuable buildings," is the juggernaut then in any different position to the train? Indeed is it not in a worse position? We cannot take the lorry to every factory, but many factories have railway sidings or could easily have them installed or re-installed.

Again we have the hoary old

statement, unsupported by facts, that "even if the use of railways were doubled, the effect on the number of lorries used would be a little more than marginal."

Reasons for such statements are meaningless and misleading were discussed in my letter to the Financial Times of July 11. Of the many other points that could be made, let two suffice. We must have a special road network for juggernauts and they should be ordered off rural roads and on to motorways, says Mr. Rogaly. Furthermore, to take care of future growth we must have bigger lorries. To take the argument a stage further, these bigger lorries would pull a series of trailers to economise on manpower. Then there would need to be special guidance and regulation systems to prevent accidents. After years of discussion, ment work and vast expenditure, we shall then have re-invented railways!

The special network we need already exists, greatly under-used. It is ten times as big as the motorway system and but for the short-sightedness of the Beeching philosophers would have been considerably bigger and better able to prevent environmental destruction by juggernaut lorries.

By the time the road network advocated by Mr. Rogaly has been completed it is doubtful whether there will be any fuel to run the juggernauts and on long distance goods traffic will have to be transferred to electrified railways anyway. Surely it is obvious which transport system we should invest in.

P. T. Glibert,  
1 Fairfax Gardens,  
Menton, 10kley, Yorks.

## Cut out growth

Sir—I am consistently amazed by the apparent unwillingness, or inability, of your more perceptive correspondents to come to a logical conclusion from their own arguments about the environment.

Thus Joe Rogaly and the juggernaut problem. It makes no difference whether we shift stuff about using small trucks and ordinary roads, large trucks and motorways, no trucks and a vast extension to the railways, or no land transport at all but a vast extension to the airports. If the stuff and the people continue to have to be shifted in ever growing quantities then the environment in toto will continue to be destroyed to an ever growing extent with ever increasing brutality and individual hardship.

The only logical conclusion is

that some means, some must be evolved to avoid basic causes and that ultimately to avoid economic growth, material-crunching sort is the fundamental cause, and without it, discussion juggernaut here versus a road there is so much of a clap-net and left like it shall have resolved nothing.

John Morris,  
36 Brunton Avenue, Solihull,  
Warwickshire.

## No promises made

Sir—I fear that Mr. L. (August 23) is confusing and qualifications. Underneath a voter gives him rights to criticism. Mr. L. however he has watched all aspects of our work. Parliament, met us and visited our constituency would question his qualifications. Similarly he needs to distinguish between the individual and the party manifesto, which course a notice of intent.

But just as England is going to bowl out the West accompanied by a record followed by the loss of wickets for 29 runs we accused of breaking any so it must be accepted that events force political parties to follow policies alien to the voters. Surely it is people like L. who are the cause of euphoria of promises.

I certainly have nothing except to serve a constituents which I believe by living in my constituency returning when Parliament sits on most days. I remain, Sir, a true Minister's speech earlier summer when he admitted that mistakes had been made as I have acknowledged my errors in print.

The real question is a tribulation to governments just as industry employs expert for each skill so I have a limited expertise. Mine is in the pollution field where competent or Mr. Lidstone's eyes two national companies and a Federation of Thermal and technical knowledge an actual experience.

The real fault lies with the electorate who rarely themselves of opportunit discussions but mean things so wrong. When learn to participate there a change for the better, or even to be inter their wishes.

Charles Simons,  
House of Commons, SW1

## TV Radio

† Indicates programme in black and white.

## BBC 1

11.00 a.m. Champion the Wonder Horse. 11.30 Nougins and the Flying Machine. 10.35 Animal Design. 11.00 Professional Golf: Double Diamond International Tournament. 11.00 p.m. Mac Gen 1. 1.15 General knowledge quiz. 1.25 News. 1.30 The Herbs. 2.45 Golf: Double Diamond Tournament. 4.15 Play School. 4.40 Jackanory. 4.45 Casey Jones. 5.00 Vision On. 5.45 News. 5.50 Your Region To-night. 6.20 Animal Scene. 6.45 The Visionaries. 8.00 5 Fight in the Fastnet. 8.30 Ten Years On. 9.00 Nine O'clock News. 9.25 Cannon.

10.15 My Wife Next Door. 10.45 Midweek on Drugs. 01.28.50.53. 11.30 Late Night News. 11.35 Cinema Now. All Regions as BBC 1 except at the following times: Wales—6.00-6.20 p.m. Wales To-day. 6.45-7.00 Heddlu. 7.05-7.20 Mac Gen 1. 7.20-8.00 News of One starring Ronnie Barker. 8.30-9.00 The World of Jane Phillips. Scotland—6.00-6.20 p.m. Report on Scotland. 12.05 a.m. Scottish News Headlines. Northern Ireland—6.00-6.20 p.m. Scene Around Six. 11.05 a.m. Northern Ireland News Headlines. 8.00-8.15 The Visionaries. 8.30-8.45 Fight in the Fastnet. 8.30 Ten Years On. 9.00 Nine O'clock News. 9.25 Cannon.

(from Bristol): South To-day (from Southampton); Spotlight (from Plymouth); 11.05 a.m. Regional News Headlines.

## BBC 2

11.00 a.m. Play School. 4.15 p.m. Golf: Double Diamond International Tournament. 7.30 News Summary. 7.45-7.55 Betjeman in Australia. 8.00 Europa. 8.30 What's My Line? 8.50 Controversy. 10.30 The 27 personalities and performances from the 27th Edinburgh International Festival. 11.00 News Extra. 11.30 Golf.

## LONDON

9.30 a.m. Wildlife Theatre. 10.10 Children to Children. 10.30 Report. 11.20 Gallipoli Gourmet. 11.45 Cartoon. 12.05 p.m. Rainbow. 12.25 The Wilkes. 12.40 p.m. Look First Report: News with Leonard Parkin. FT index. 1.00 Jokers Wild. 1.30 Crown Court. 2.00 General Hospital. 2.50 The Best of Good Afternoon. 3.00 The Name of the Game. 4.25 Voyage to the Bottom of the Sea. 5.20 Walt Till Your Father Gets Home. 5.50 News at Ten. 6.00 The Shadows, followed by To-day. 6.40 Crossroads. 7.05 Thursday Film: "Manfish." 7.15 The World of Tomorrow. 7.20 The World of Tomorrow. 7.25 The World of Tomorrow. 7.30 The World of Tomorrow. 7.35 The World of Tomorrow. 7.40 The World of Tomorrow. 7.45 The World of Tomorrow. 7.50 The World of Tomorrow. 7.55 The World of Tomorrow. 8.00 The World of Tomorrow. 8.05 The World of Tomorrow. 8.10 The World of Tomorrow. 8.15 The World of Tomorrow. 8.20 The World of Tomorrow. 8.25 The World of Tomorrow. 8.30 The World of Tomorrow. 8.35 The World of Tomorrow. 8.40 The World of Tomorrow. 8.45 The World of Tomorrow. 8.50 The World of Tomorrow. 8.55 The World of Tomorrow. 9.00 The World of Tomorrow. 9.05 The World of Tomorrow. 9.10 The World of Tomorrow. 9.15 The World of 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